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February, 1959

# Air CARGO

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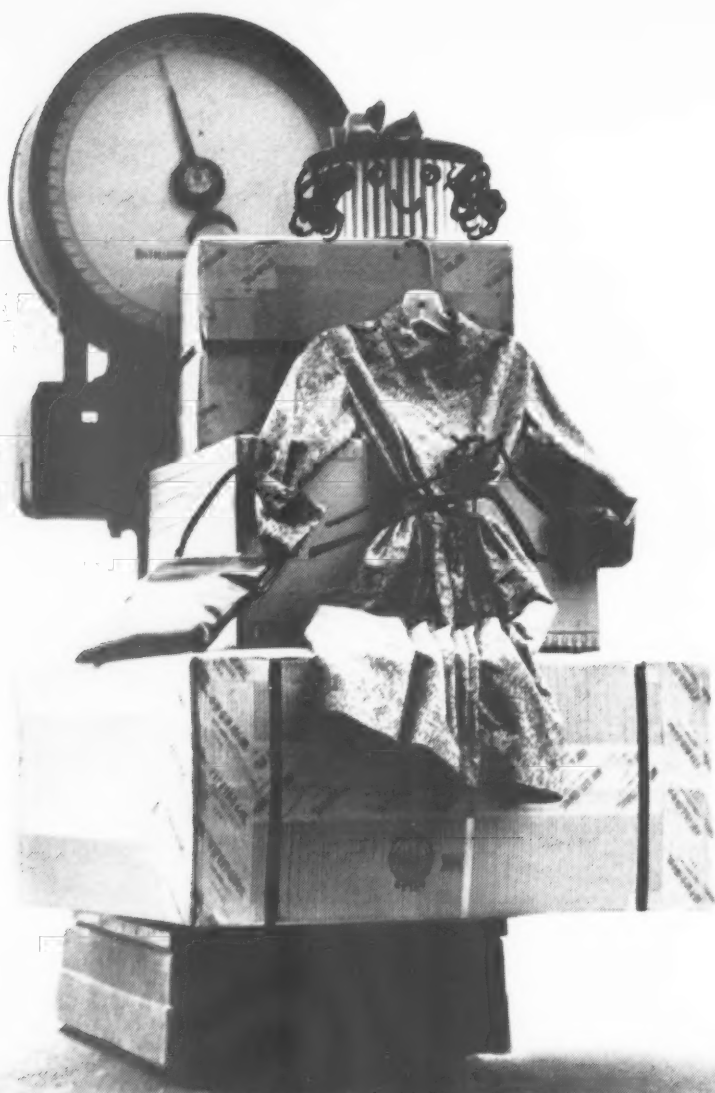
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# AIR CARGO

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of  
airline cargo schedules, a complete station directory for the United States and  
Canada, and corrected table of carrier acceptance of live animals and unusual  
shipments.

Every other month, in January, March, May, July, September, and No-  
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features to include domestic and international air freight rates, documentary  
requirements for international shipments, and other air shipping information  
subject to infrequent change.

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ship cargo  
via

**PANAGRA**

PAN AMERICAN-GRACE AIRWAYS

South America's only overnight for up-and-doing sales executives who know that *time* can make a big difference in terms of profit and loss. These are some of the companies which ship their products via Panagra—on all-cargo flights and on Panagra's daily DC-7 and DC-6B passenger flights:

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Kennecott Copper Corp.  
Andes Copper Mining Co.  
Westinghouse Electric International Co.  
International General Electric  
Philco International Corp.  
Radio Corporation of America  
Parker Pen Co.  
International Telephone & Telegraph Corp.  
Worthington Corp.  
American Optical Co.  
Eastman Kodak Co.  
General Aniline & Film Corp.  
Mergenthaler Linotype Co.  
Cummins Diesel Export Corp.

Bell & Howell Co.  
A.M.I., Inc.  
The Wurlitzer Co.  
The M. W. Kellogg Co.  
Foley Brothers, Inc.  
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Utah Construction Co.  
Santa Fe Drilling Co.  
Penn Shipping and Forwarding Co.  
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# How To Penalize A Pioneer

IF EVER there was a time when constructive effort was needed to develop means for getting traffic on and off an airplane, that time is now. The airlines have their pure jets. Not many of them, to be sure. But, jets are flying and hauling record loads of passengers and cargo.

A constructive move to cut the time required to load and unload freight from aircraft was made last year by American Airlines. American introduced its Bunyan Box operation. It seemed to be working out pretty well, but now the operation is worrying the Compliance Office of the Civil Aeronautics Board.

The Bunyan Box is a large, all-aluminum container. It is weather-proof and pilfer-proof. It has a capacity of 3,000 pounds, and when full loaded, can be moved easily on its built-in casters. The airline fills these containers with air freight in advance of an airplane's arrival at a station. When the plane does land, whole container loads of freight are moved on and off the airplane.

In some cases, one customer originates or receives enough freight to completely fill a box. Logically, American decided to experiment with letting shippers do the packing and unpacking of the Bunyan Box in such cases. Ideally, the containers could be used in a sort of a "milk route" operation. The airline could leave a container full of freight at the customer's dock and pick up the container left on a previous trip. Or, the operation might be reversed—with the airline leaving an empty container at the dock of a shipper and picking up a full one.

The idea of leaving a box for the shipper to fill distresses Compliance. The Compliance Office believes that when a box is left for a shipper to fill, the arrangement has to be provided for by a tariff and the shipper has to pay for the weight of the container.

American disagreed, and the case was docketed before the Board.

Compliance charges that the Bunyan Box provides protection from weather, pilferage, and damage from shock. That the Box permits shipments to travel with less packaging.

American is happy to admit all of this is true, but the carrier points out that these incidental benefits accrue to any shipment, regardless of how it gets into the Box. The mere fact that the customer, rather than the airline employee filled the box does not change its basic character—a materials handling device to provide faster, more reliable air freight transportation.

American points out that the Bunyan Box was developed for the airline, and chiefly benefits the airline. Furthermore, the box is airline equipment which has to be carefully controlled. Full or empty, a certain number of boxes must move with each airplane, point to point, as assigned, to avoid a surplus of boxes at one station and no boxes at another.

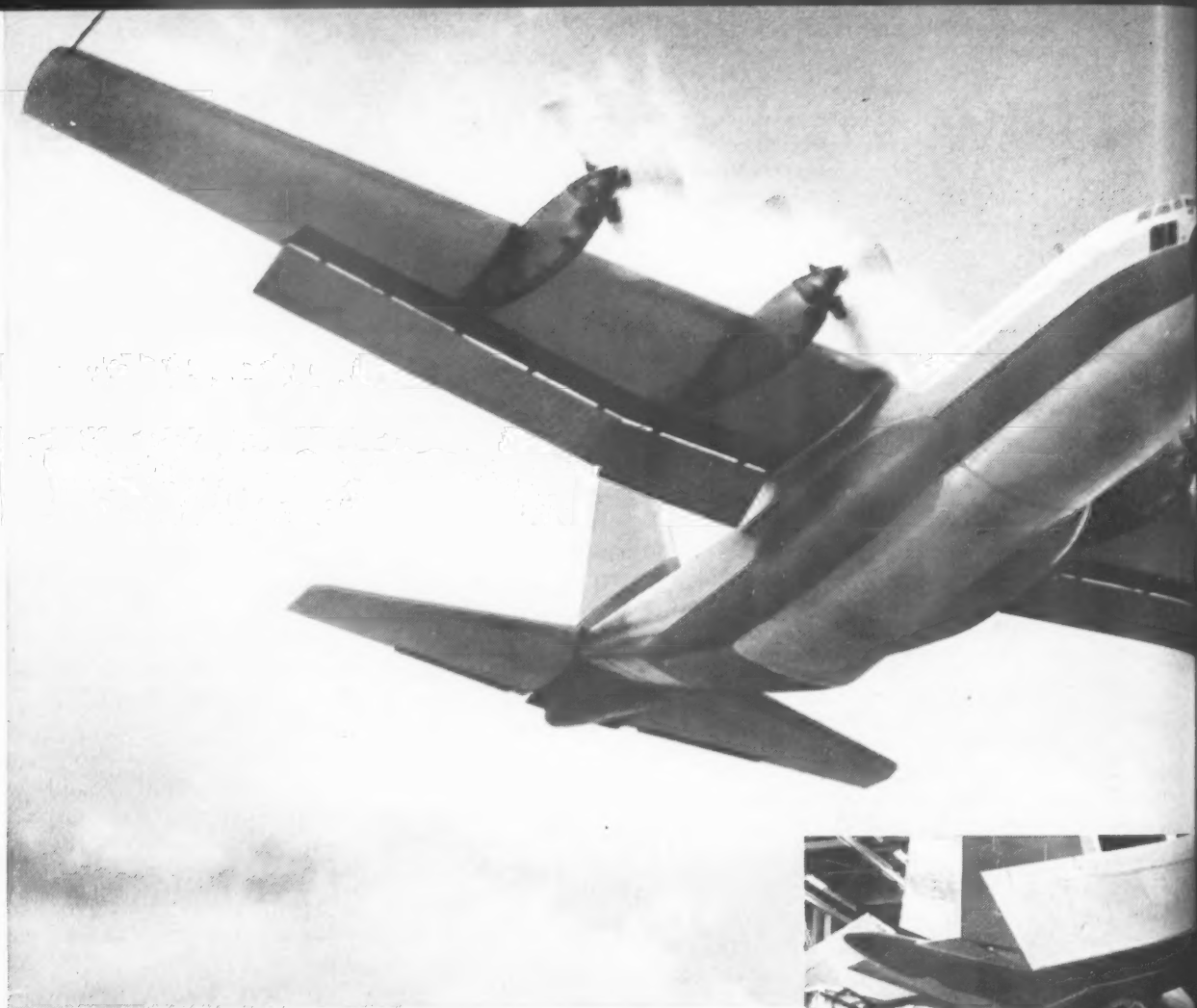
American is not prepared to say that something better will not be developed. Still, the airline has found enough merit in the Box to continue its use.

For a shipper to fill a Box is a convenience to American, much the same as when a customer, in delivering shipments to the air freight terminal, places the items on waiting pallets or on conveyor belts.

If additional charges are imposed for the use of the Box, the airlines' search for better ways of handling freight might just as well stop now. Most of the traffic carried in the containers is not new. It moved before the Boxes were created. It can move after the boxes are buried in regulations or priced out of existence—but it will have little need for bigger, faster airplanes.

Wallace I. Longstreth

# Why the Lockheed Hercules airfreighter needs only 20 minutes to land, unload, reload, take off



**Right:** At enroute stops, the HERCULES Airfreighter and its Lightning Loader System perform an amazing time-saving feat. The plane's 20-ton palletized "train" is off-loaded onto a waiting flat-bed truck—(1). Truck drives to dock, and off-loads cargo—(2). Cargo sections B and D are rolled off, and new cargo sections E and F replace them—(3). New cargo "train" glides back onto truck, is hauled to HERCULES Airfreighter and inserted by Lightning Loader in seconds—(4). Total time: 20 minutes or less, from touchdown to takeoff.



LOCKHEED GEORGIA DIVISION

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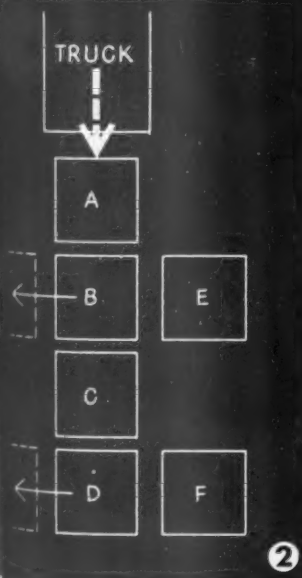


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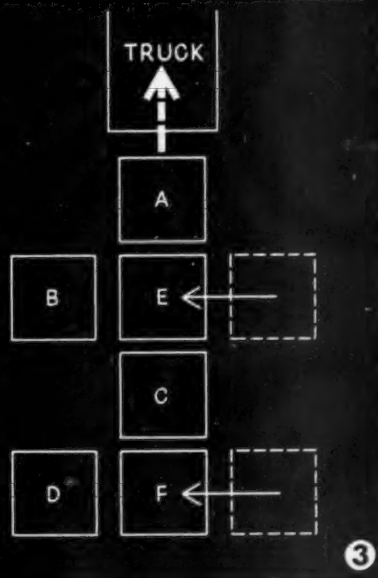
of the mighty Lockheed prop-jet HERCULES Airfreighter is the result of its advanced design, plus Lockheed's Lightning Loader System for unitized cargo handling.

Loading a HERCULES Airfreighter is simplicity itself: First, cargo is loaded onto pallets which are then coupled together to form a "train"—and rolled onto a flat-bed truck. Next, the pallet-loaded truck is backed up to the huge 9 foot by 10 foot end-loading cargo door of the HERCULES. A winch cable is attached, and the 20-ton load glides into the HERCULES on rollers—in less than 40 seconds!

Because the Lockheed HERCULES Airfreighter can land, unload 20 tons, reload 20 tons, refuel and take off in 20 minutes, or less, ground time can be reduced by as much as 90%. An additional 40% savings in manpower required to prepare and load freight for air shipment further increases the profit-making capabilities of this Jet Age sky-giant. To get the complete HERCULES Airfreighter story, write, wire or telephone the Hercules Commercial Sales Department, Marietta, Georgia.



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# LOCKHEED

FEBRUARY, 1959



## TRENDS

**Shannon's bid for business** is paying off. The free zone airport already has two businesses in operation—a chinchilla farm and a coin-operated amusement machine manufacturing plant. A diamond cutting and polishing concern is expected next. Anticipated for the near future is an aircraft spare parts firm. Ultimately, Shannon will have a 250-acre industrial park comprised of businesses that use air freight.

**Cargo-carrying capability** of the first Boeing 707s has exceeded expectations. Not only is more cargo being carried, but the speed of the 707 is attracting some cargos which normally are not shipped by any means. For example, ripe strawberries.

The Intercontinental version of the 707, which will have even more cargo capability, has made its initial flight and is undergoing flight testing. It is due to go into scheduled airline service this summer.

**A serious effort to solve jet age problems** of handling air cargo is underway at the Air Transport Association. The Association has set up an Air Cargo Terminal Facilities Committee, with E. C. Mitchell, superintendent-cargo services for United Air Lines, as chairman. Subjects to receive first attention are: freight terminal physical characteristics; cargo facilities site locations; and air mail and air express facilities at airports.

**Post Office Department**, working on modernization of postal handling, has singled out containerization for special attention. Corrugated paper cartons show promise of solving several problems.

**Military Air Transport Service** needs more revenue from its users. The organization has proposed a new tariff calling for a 14% increase in passenger fares and a 10% increase in cargo rates. In addition, priority one cargo would carry a 25% surcharge. Increases will have to be approved by the Air Force and the Department of Defense which appear reluctant. Fear is MATS may be pricing itself out of a lot of business.

**One big Baltimore Shipper** got a leg up on filling Christmas orders by chartering two DC-6 type aircraft.

**Charles L. Gallo's newly acquired concern**, Air Cargo Consolidators, has prepared an international air freight forwarding tariff listing more than 300 destinations.

**Delos W. Rentzel looks for 1959 to be the year** when a cargo airplane that satisfies both commercial and military needs will be developed. Rentzel relinquished his duties as chairman of the board of Slick Airways to have more time to work on the project.

**Dissention in the ranks** will not put the Railway Express Agency out of business. New York Central, one of the largest stockholders of the rail-owned REA, says it will withdraw January 1, 1960. Complete change of ownership could result.

## Slick's Future Undecided; Will Continue Military Work

Slick Airways plans to continue suspension of common carriage of air freight until the Board can decide upon the future of all-cargo operations. In a report on status and plans, the carrier requested Civil Aeronautics Board to make the suspension question co-extensive with the "pendency" of the Board's present investigation of all-cargo operations. The investigation will determine, among others things, eligibility of cargo lines for subsidy.

CAB authorized Slick to suspend common carriage operations until January 1, 1959. In the report, SLI said as it interpreted this order, "the same is operative until the further order of the Board and accordingly no new suspension order would seem to be required pending determination of the investigation. . ."

As a matter of survival, Slick em-

barked on a program of retrenchment and conservation of assets. The carrier retained a nucleus of 186 trained personnel.

Slick revealed that since suspension of service, it "has carefully considered several inquiries from both airline and non-airline companies relating merger or other consolidation with Slick Airways, and the company continues to receive and explore such inquiries, but thus far none has reached such a definitive stage as would require reporting as a part of the current status or future plans of the company."

SLI is currently performing contracts for the Military Air Transport Service. The total award on the contracts is \$6,044,267. In order to perform commitments under these awards, the carrier leased one DC-6A aircraft which together with the four still

owned by Slick, brought the company's DC-6A fleet to five.

The carrier noted that military contracts made up the only business at hand and "performance of these contracts should be completed within the next nine months at a substantial profit." However, the airline added that "If the company's surplus DC-4s and leased C-46s are not disposed of in the meanwhile, they may be bid in the spring of 1959 on LOCAIR, Quick-Trans, and such other military contracts as may be available for such equipment."

Commenting on the decision to hold up plans for resumption of service, Slick said: "While Slick Airways was obviously an active part to the mistake of trying to develop the air freight business on a non-subsidy basis, it does not intend to make that mistake again or to ask the Board to do so."

During the year to date December 31, 1958, Slick listed operating revenues of \$7,880,886 with operating expenses of \$8,606,416, making an operating loss of \$725,530. The net loss was listed at \$342,966.

## Forwarders In Japan Expand Operations

Air freight forwarding in Japan is growing fast, and in December, 1958 three Japanese cargo agents inaugurated consolidated air cargo services between Japan and Europe. The joint effort was an outgrowth of a successful consolidating service performed by the three agents for movements between Japan and the United States.

The three companies, Japan Air-cargo Consolidators, Ltd.; Japan Freight Consolidators, Ltd. and Nippon Express Co., on the first day of the new service to Europe, handled 267 kilos (about 587 pounds) bound for Europe. London and Amsterdam are used as break-bulk points. Since the beginning of the service, the firms are shipping something over 40 kilos, three to four times a week.

The same three agents report that the consolidated operation to the U.S., which was started in February last year, has progressed to the point where daily shipments are made. New York is the break-bulk point most frequently used for shipments to the U.S.

Pioneering the forwarding operation

to Europe was the Everett Travel Service, an American-owned cargo agent. Everett started Japan-Europe service three weeks ahead of the Japanese group.

### THIS IS OFFICIAL

Last month AIR CARGO became the industry's official source for information on air freight embargoes, pick-up and delivery, conditions of acceptance, flight schedules and miscellaneous cargo information. By action of the Air Traffic Conference, our magazine officially replaced the *Station Directory* issued by Air Cargo Inc.

We believe this will help both shippers and air carriers. AIR CARGO contains all of the information previously carried in the *Station Directory*, and more. By gathering all of this information into one publication, it will be easier for shippers to become familiar with the requirements for using air freight. Since all of the information is revised and reproduced each month, there will be one less set of revisions to worry the airline air freight agents.

All firms report a great variety of products are moving. Leading the list are textiles, but such things as portland cement, imitation pearls, toys, newspapers, and kitchen utensils are also included.

## Tiger Study Reduces Billing Errors

A one-year study has reduced the airbill error ratio from 5.5% to less than 2.0%, a decrease of over 50% according to Dean Sheets, Superintendent of Stations, Flying Tiger Line, Inc., Burbank, Calif.

Research on the problem of airbill errors began in late 1957 when statistics showed that 5.5% of all airbills contained mistakes. Investigating, FTL's Freight Operations and Revenue Accounting sections found four general trouble areas.

First category was omission—the failure to note on airbills such items as insurance or COD instructions. Others included: arithmetical—improper rate computations, etc.; tariff—improper commodity classification; and procedur-

al—mishandling of complicated in-bond billing on overseas traffic.

Taking this breakdown a bit further, FTL compiled additional statistics with the specific objectives of isolating billing errors, methods for improvement, and yardsticking progress. Revenue Accounting worked out a coded formula to provide specific information as to what was happening. The information, in turn, was relayed to stations on a regular tabulated basis to show which stations were failing to perform.

"We established something of a contest for performance and it had exceedingly good results," Sheets says.

Net result of the program was a substantial increase in general efficiency, particularly in the preparation of airbills. Producing customer satisfaction in a sensitive area, the study paid off in three additional ways. The work load of Revenue Accounting was reduced as was much station time spent in rechecking. Departmental management was provided with a valuable performance measuring tool, and a training tool was produced which could be made applicable to other activities, such as credit and collection applications, flight delay analysis, station credits and ground damage to aircraft.

Although hard to evaluate in dollars and cents, the FTL program has produced known actual savings by cutting down such costs as revenue lost through failure to note COD instructions. The Tigers are satisfied that the program will pay dividends for a long time to come.

## V. R. Tupper Honored For Traffic Management

V. R. Tupper, director of traffic for the Remington Rand Division of Sperry Rand, has been given the first North American Traffic Award For Outstand-

V. R. Tupper (center) receives the first North American Traffic Award from James D. Edgett. Others in the picture (from left to right) Donald G. Stewart, Union Carbide traffic manager, Edward Maney, IBM traffic manager, and Gil Forsyth, Remington Rand.



ing Service in the Field of Traffic Management. Presentation was made by James D. Edgett, president of North American Van Lines, the award's sponsor.

The North American Traffic Award as presently established will be presented to industry leaders in recognition of their contributions to the effortless movement of the nation's goods. Plans are being made for the future expansion of the award program as an industry service. Details will be announced at a future date, Edgett explained.

In making the award, Edgett said "V. R. Tupper has done much to increase the stature of his profession by introducing and adopting advanced and pace-setting methods. At the same time he has not lost sight of the need to hold the line in costs—whether of

his internal operation or of the transport in which he deals. He has kept his company's traffic management modern and ready to face the challenges and opportunities of the future."

## Seattle Forwarder Buys Chicago Truck Firm

Pacific Air Freight, an air freight forwarding company with headquarters in Seattle, has bought a Chicago trucking firm which will serve as Pacific's midwest representative.

Gene E. Tonnemaker, formerly Seattle district manager for Pacific Air Freight, will manage the new office, according to Holt Webster, the company's executive vice-president.

"The addition of Midwest Delivery Service, Inc. to our firm gives us a broader coverage in an important air freight market," Webster pointed out. "Air service is only as good as its ground-handling. This expansion in Chicago gives us better control and faster dispatch of shipments at a major point of interchange."

Webster also announced the promotion of Raymond Carlisle to the Seattle district manager's job.

## New BOAC Service Speeds U. K. Exports

Importers in the United States should gain from a new cargo-expediting procedure initiated by British Overseas Airways Corp. for the shipment of British goods across the Atlantic.

In an effort to speed up American traffic, BOAC collects shipments from

... world's first and largest international air cargo network with more than 400 world-wide offices and agency locations

... pioneers since 1935... featuring Golden Rocket door-to-door service

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provincial British exporters at four major London railway stations. The British airline's trucks call at Paddington, Euston, St. Pancras and Kings Cross terminals at 7:30-8 p.m. daily to collect and carry cargo directly to London Airport.

The shipments are then processed and dispatched by BOAC to New York on the same night.

"The new facility is intended to assist exporters who have traffic originating outside the London area," commented W. O. Greenway, U.S. cargo sales officer. For outlying shippers, Greenway forecasts time savings of up to 20 hours.

### Swissair Handles Furs Worth \$ Million

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An American fur stylist, Breslin Baker, of Manhattan, recently used the cargo facilities of Swissair to ship a fur collection valued at almost \$1 million to St. Moritz, Switzerland. The garments were packed in 4 specially designed cartons and flown by Swissair Cargoliner at a cost of \$1,200.

Firm

### UAT Cites Strides In African Cargo Traffic

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UAT-Aeromaritime, privately-owned French airline, claims that its efforts in the cargo field have led it to the first rank among cargo carrying airlines in Africa. In 1958, the airline carried 19 times more tons of cargo than in 1950 and nine times as many ton-miles. During the past year, systemwise, the carrier handled 12,000 tons of cargo corresponding to more than 11 million ton-miles, an increase of 14% over the results for 1957.

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Several factors led to the development of the cargo traffic of UAT in the South-North direction. The use of the Douglas DC-6Bs and DC-6Cs gave the airline a great flexibility of operation and enabled it to start the regular operation of all-cargo flights on selected routes. Jointly with Chargeurs Reunis, the shipping company controlling UAT, a system of mixed "sea-air" consignments was developed feeding the regional African routes of the airline with cargoes which, otherwise, would not have travelled by air. Initially, the efforts of UAT were concentrated on the development of traffic from Europe to Africa. Last year, an all-out drive was undertaken in the reverse direction.

This effort was highly successful since northbound traffic was doubled as compared with that of 1957. Be-

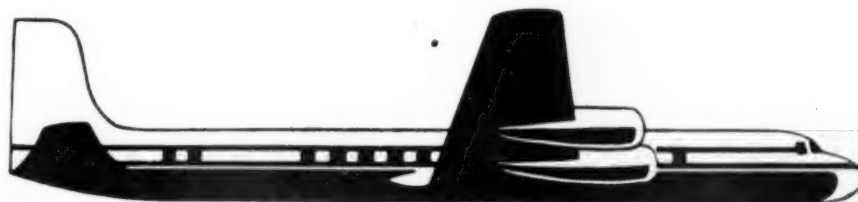
sides tropical fruit (partly sent in the form of gift parcels), UAT planes bring

AIR CARGO

# NOW... BEST FREIGHT SERVICE TO PAKISTAN AND INDIA!

Starting March 4 Alitalia will operate from Rome non-stop to Karachi—one-stop to Bombay! This is by far the most convenient freight service available to American shippers! Flights leave New York each Tuesday and Friday afternoon—arrive in Karachi at noon Thursday and Sunday, in Bombay at 3:40 P. M. Thursday and Sunday. Alitalia provides one-carrier service from New York and Boston through to destinations in Europe, Africa, the Middle and Far East. Daily flights. Non-stop flights to Paris, non-stop flights to Milan. Efficient service, expert handling. Thousands of pounds capacity per flight.

**ALITALIA**  
AIRLINES



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to Europe large numbers of live animals (ranging from birds to small elephants), rock lobsters, flowers, and other perishables.

On the local networks in Central Africa, seven twin-engined cargo planes, Nord 2502s, are used. They carry such goods as fresh meat (120 tons monthly between Fort-Lamy and French Equatorial Africa and the Belgian Congo) cotton (from Moundou to Douala), coffee (from Bangui to the Coast) and they have permitted the expansion of local agricultural productions which, otherwise, could not be exported.

## Aloha Counters HAL Merger Offer

Aloha Airlines president Hung Wo Ching, replying to merger proposals made by Hawaiian Airlines, has stated flatly that Aloha is not for sale. Dr. Ching expressed the belief that there is a need for two airlines in the Hawaiian Islands, and that "our expanding economy can support two profitable airlines."

In its offer of merger, HAL had expressed the opinion that "one financially strong and independent air carrier is in a position to provide new and improved public services not possible now with two airlines dependent on subsidy."

Dr. Ching replied that "if Hawaiian sincerely believes in a monopoly airline in Hawaii and wants just one airline, Aloha Airlines is prepared to purchase Hawaiian Airlines under conditions identical to those offered to us."

Dr. Ching's statement was contained in a letter to stockholders in which he said he felt it was necessary "to clarify several points" following repeated publicity released by Hawaiian Airlines on the subject of merger and purchase offers to Aloha Airlines.

Ching emphasized his belief that the travel market in the Hawaiian Islands can sustain two competing air services at a profit. Asserting that Aloha, with only 30% of the total business has been "at or near the break-even point" in its operations, he declared that "a slight increase" would result in a profit.

Said Dr. Ching: "Since we can make money at slightly more than 30% of the total market, I believe Hawaiian Airlines owes an explanation to the public why it is unable to make money with 70% of the traffic."

## Douglas Repurchases 10 UAL DC-7s

Douglas Aircraft will repurchase ten DC-7s from United Air Lines at an amount near \$10 million. Civil Aeronautics Board has already approved the contract under which delivery of the aircraft to Douglas is to begin in November and will continue at the rate of one per month.

The contract was made at the same time the companies signed a contract for sale of DC-8s from Douglas to United, although the companies emphasized the two were separate agreements. The price of each plane will total \$1,250,000, less \$5,000 for each month United has owned the aircraft.

## Pan American Reports Healthy Freight Increases

Pan American World Airways showed a healthy increase in cargo ton-mileage in 1958 over 1957.

The airline's eastbound transatlantic cargo ton miles showed a 45% increase for the first 10 months of 1958 over the same period in 1957 and was estimated to hold to that level for the full year. Ton mileage in the Company's Pacific Division increased by 6%, and over PAA's worldwide routes as a whole by 10%.

The carrier's cargo ton mileage for 1957 reached 96,595,000 ton miles. In 1958, Willis G. Lipscomb, Vice President, Traffic and Sales, predicted the total will be more than 100 million.

Pan Am's overall growth in transatlantic business was attributed by Lipscomb to improved business conditions and the introduction of PAA's jet service on the Atlantic.

## NAL Flies Fresh Berries

Fresh strawberries are being regularly shipped by jet aircraft from Florida to many northern markets. The berries are shipped by Campbell & Cerniglia Farms, Goulds, Fla. aboard National Air Lines' Boeing 707 jets which operate between Miami and the north.

During the winter season, the firm expects to ship by air between 20 and 25 tons of strawberries. "Jet travel means we can pick the fresh berries and place them on the consumer's table the same day," a company spokesman said.

## Delta Air Lines Records 33% Freight Gain

Delta Air Lines in 1958 registered gains over 1957 of 33% in air freight to 45,725,000 pounds, 19% in mail to nearly 20 million pounds, and 16% in express shipments to 15.5 million pounds.

Operating revenues for calendar 1958 increased 13.37% to \$95,613,000.

C. E. Woolman, DAL president and general manager, said gross revenues for the six months ending December 31, 1958—the first six months of the airline's current fiscal year—are estimated at \$49,142,000. This represents an 18% increase over the \$41,709,000 reported for the same 1957 period. Woolman noted that Delta's revenues in the latter part of 1958 were "somewhat improved as a result of labor difficulties encountered by competing airlines."



**THE SONIC "BOOM"**

**IN AIR FREIGHT...**

**JETS TO AND FROM LOS ANGELES**

will soon be spinning Father Time faster than ever by cutting air cargo flying time almost in half. But this won't save you any time if your air shipment is delayed by poor ground hauling service. Atlantic Transfer is specifically geared to get your shipment to and from the airport on schedule.

Simply call your scheduled airline.

This same, fast "air freight" type of service is applied to your general hauling, car unloading, pool car distribution, harbor hauling or industrial plant moving in the Los Angeles Basin. Contact us direct.

**ATLANTIC TRANSFER CO.**

FOR OVER HALF A CENTURY

1130 East 5th Street, Los Angeles 13

Interstate and Intrastate Common Carrier

# AIR CARGO

## Electronic Longhand Provides Shipping Shortcut

**A cost saving system of instantly written messages, which ties in shipper, airline and cartage-man is being offered in the Washington area.**

**BY DONALD J. FREDERICK**

**A** SHIPPING shortcut employing TelAutograph, an electronic longhand, has been introduced to the Washington, D.C. area through a joint arrangement by Pan American World Airways, American Airlines, and Pollard Delivery, local cartage agent for the scheduled airlines. The system automatically and instantly delivers permanent, ungarbled messages to speed shipments on their way.

Essentially, the operation, introduced by the TelAutograph Corporation of Los Angeles, California, is a means of communications designed to transmit handwritten messages from one point to another.

Anyone who can write is able to send messages. At the receiving end, messages are completed whether anyone is present to receive them or not.

The system employs as basic units, TelAutograph transceivers and receivers. The receiver receives messages only. The transceiver both sends and receives messages. An electronic longhand system consists of one-way communications from a transceiver to a receiver; two-way communications between two trans-

ceivers or multi-communications by various combinations of both instruments in any number desired. A simple wiring circuit connects the system with the local phone company's lines which are used to tie in the machines.

Installation of the machines normally takes two or three hours and is done at no charge by TelAutograph.

Here is how the system is geared to work in the Washington area. An air freight customer calls the cargo sales office of either Pan American or American with a pick-up order. The airline agent taking the call writes the necessary information with an electronic pen on an "Instant-Form" provided by TelAutograph. Simultaneously, the information is relayed from the airline office by the transceiver and automatically recorded on Pollard's forms in the receiver at the airport. Pollard, which uses two-way radio, can immediately relay the pick-up details to its fleet of trucks.

Transceiver sets are rented by the airlines at a cost of \$330 per year, or on a monthly basis at \$27.50. Pollard pays \$195 a year for a re-



The receiver shown above is used for a plain tear-off type operation. The machine is also available with an upright winder.



The transceiver unit can be provided with either a built-in paper supply box to hold a small supply of forms or can be slotted for continuous feed.





The TelAutograph system as employed in Washington is pictured above. At right a Pan Am cargo sales agent takes a pick-up order from a customer and simultaneously relays the information to Pollard Delivery via electronic pen. Shown at left the Pollard dispatcher reads the information and at the same time relays the details via radio to one of his trucks for pick-up.

ceiver or \$16.25 monthly. Installation and any normal machine servicing are included in the charges.

The only other cost is for the forms used on the machines. These were designed by TelAutograph to specifications submitted by Pollard and the carriers. The price for 40,000 forms runs \$5.01 per 1,000 or about \$200. With a re-order the bill drops to \$3.74 per 1,000. On a smaller order of 20,000, the price tag reads \$7.24 per 1,000 on the initial order and \$4.64 per 1,000 on re-order.

The parties intend to split the cost of the forms in a co-operative effort to take advantage of the quantity price.

Both Pollard and the carriers anticipate cost savings and improved service to the shipper.

In Pollard's case, vice president Joseph Earley pointed out that now his dispatcher could devote full time to dispatching and eliminate time formerly used on the telephone. He noted that with his radio equipped fleet of trucks, the dispatcher could almost instantly receive and dispatch the same pick-up order. "Besides eliminating errors, the system gives greater operating time to get

the pick-up," he said.

Earley estimated cost savings of at least \$2.50 a day and indicated he would be surprised if this figure is not considerably higher after operations are fully under way.

Pan Am's Washington station manager, Frank G. Stoppa, estimates that PAA will save between \$350 and \$400 a month, conservatively. He figures on saving at least 8 man hours a day.

Under the old Pan American system in Washington, it took the agent two phone calls to arrange a pick-up with Pollard. This process, Stoppa said, averaged from 12-15 minutes. At present, Pan Am services from 60-75 calls a day.

Citing other advantages, the Pan Am executive forecasts a more accurate relay of information eliminating phonetic errors as well as possible errors in several transmissions.

Stoppa stressed the fact that the new service would tie in nicely with PAA's closed circuit teletype system. "Pan American," he commented, "offers to the shipper in this area one through airway bill from Washington to destination with teletype coverage throughout the world. The

new equipment will offer teletype coverage from the time of original pick-up to destination."

Pan American uses both a receiver and transceiver in its operation. The PAA receiver will be used to provide an accurate log of all pick-ups relayed to Pollard.

The TelAutograph system is new to air transportation. For years the airlines have been using it to advantage in reservations and operations.

Atlantic Transfer Company, the local cartage agent for the scheduled airlines in Los Angeles, pioneered the tie-in with air freight on the west coast. American, Trans World and United Airlines joined Atlantic in the experiment. All the parties are enthusiastic on the results to date.

Atlantic says that the telephone in Los Angeles is now used only for "specials" or when some problem of pick-up and delivery needs to be resolved. During the last few months many abbreviations have been agreed upon and standardized lay out has been instituted.

Atlantic found that with only three carriers using the service, one re-

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ceiving unit in the cartageman's terminal has been satisfactory. However, it was realized that as the number of airlines using the system increases, a second receiver may have to be added for the cartageman. Occasionally, it is necessary for one of the carriers using the service in Los Angeles to wait one or two minutes while another airline is dispatching a message, but no serious delays have resulted.

In addition to the pick-up calls, TelAutograph is also used for such information as delayed flights, advice on truck needs for inbound deliveries, requirements for unit containers, etc. In Washington the system will be similarly used.

Theo J. Karcher, manager of Atlantic's air cargo division, reports that, in addition to savings of costs, there has been a reduction in the number of missed pick-ups which contributes to improved customer relations. He further pointed out that the contractor now has written proof of the time the pick-up is called in and this can easily be cross-checked against the time the pick-up was accomplished.

Joseph A. McKinney, TelAutograph's Washington systems analyst, feels that the California operation plus airlines reservations and operations experience will be big selling points and anticipates that a number of other carriers in the Washington area will join the Pan Am-American-Pollard triumvirate.

The system is not likely to become overburdened. McKinney estimates that Pollard can comfortably handle at least 250 calls a day with one receiver.

A mix-up in sending messages is also unlikely. In the event one carrier attempts to use its transceiver while another is transmitting, a small red warning light flashes in the corner of the machine which automatically locks until the wire is clear.

Describing the electronic pen used on the forms TelAutograph tells the customer: "In your hand, this magic wand of modern electronics gives you a new command of your business world—automating 8 basic business operations . . . speeding work flow . . . preventing errors . . . reducing costs . . . providing permanent records of messages, giving management a faster flow of the

vital facts essential for full control, intelligent decision, prompt action."

In effect, this electronic pen allows almost complete integration between groups within an organization or system. Complete interconnection of departments, branch offices or plants is possible.

Aside from the airlines, present users are separated by TelAutograph into two broad classifications—manufacturers and non-manufacturers.

In the non-manufacturing category, users include banks, race tracks, government, public utilities, wholesale establishments, insurance

companies and service organizations.

The uses of this system have been termed almost limitless. In addition to tying an order taking department with a shipping department or warehouse, the system could be expanded to provide direct communications between carriers and their customers.

TelAutograph recently established national headquarters, factory and laboratory in the new TelAutograph Building in Los Angeles. The company now has sales and service offices in all principal cities throughout the United States, Canada and Europe.

### Air Freight Pick-Up Request

Consignor				
Address				
Date	Airline	Ready	Close	Driver
# Shpmts.	Pieces	Weight	Destination	
Remarks:				
Inq.	Call Back	Compl.	Cancel	Missed

*Instan-Form*

This is the "Instan-Form" designed by Pollard in conjunction with American and Pan Am to expedite pick-up in the Washington area. The parties feel by using this form they will be able to get detailed and exact information in the proper sequence necessary to assure the most efficient operation. The forms are provided by TelAutograph.

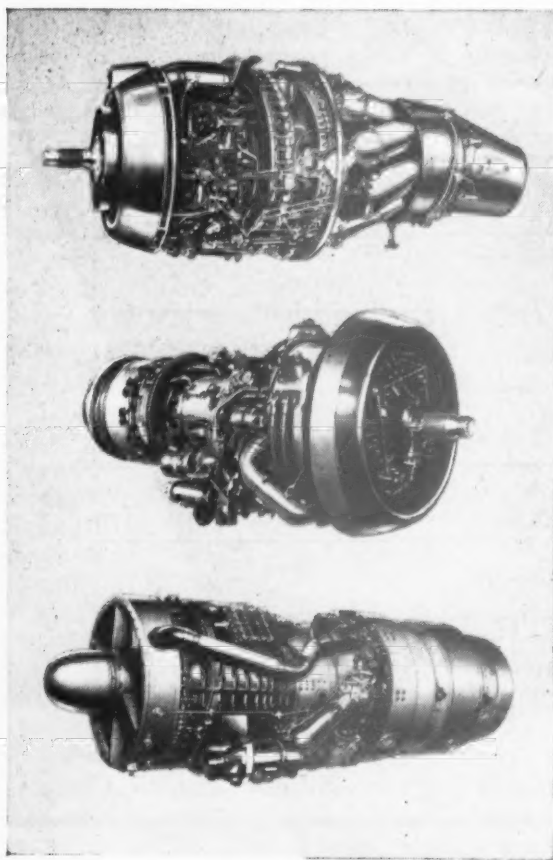
# A NEW ERA IN

## **THE ROLLS-ROYCE CONWAY BY-PASS JET ENGINE**



*has now been granted a full certificate of airworthiness by the Air Registration Board at a minimum rating of 17,000 lb. thrust. Conways are now being delivered to aircraft manufacturers.*

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### **THE DART**

—the first, and for four years the only prop-jet in airline service has flown over 6,000,000 hours. The Dart is currently operating at overhaul lives of up to 2,200 hours.

### **THE TYNE**

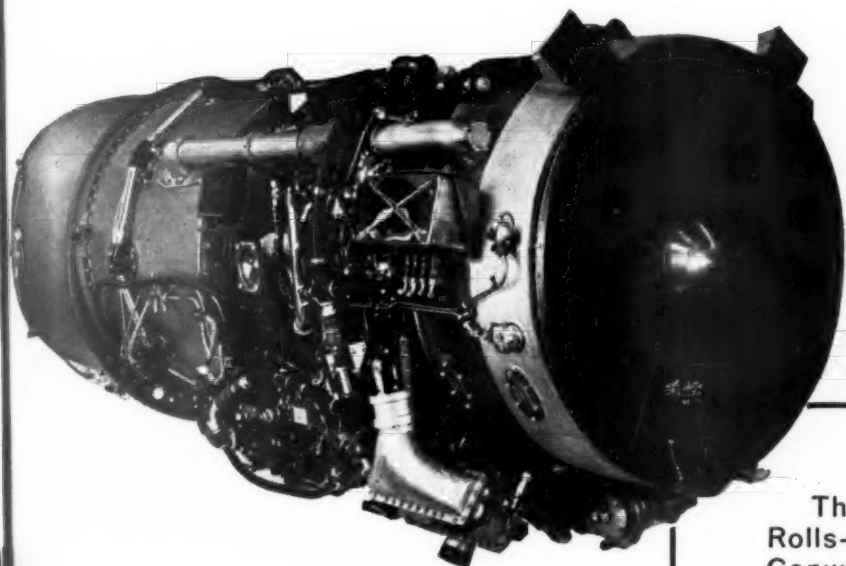
—a most advanced prop-jet engine, is due to enter service in 1960 at ratings of 4,985, 5,525 and 5,730 e.h.p. It has a specific fuel consumption comparable with the latest compound piston engines.

### **THE AVON**

—the first turbo jet on the North Atlantic route, and now in daily service, began scheduled operations with an approved overhaul life of 1,000 hours.



# AIN JET POWER



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FROM  
EXPERIENCE**

The by-pass principle which Rolls-Royce have proved in the Conway engine is now accepted as the correct formula for all jet transport and for certain military applications.

The new RB.141 family of by-pass jet engines is based on seven years' development experience of the by-pass principle gained with the Conway and on six years' operation of other gas turbine engines in airline service. The first of this series has already been chosen to power the new British European Airways medium range jet airliner.

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***GAS TURBINES***

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**AERO ENGINES • MOTOR CARS • DIESEL AND GASOLINE ENGINES • ROCKET MOTORS • NUCLEAR PROPULSION**

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# **GOLDEN JET CARGO SERVICE**



**Continental's Custom-Built Boeing 707**

## **SAME DAY DELIVERY between CHICAGO and LOS ANGELES**

Same Day Delivery—3 hours and 40 minutes from Chicago to Los Angeles! And only 3 hours and 25 minutes from Los Angeles to Chicago.

The speed speaks for itself. But Continental's Golden Jet Cargo Service is more than just speed. It is experience and efficiency...in handling everything from watch parts to tropical fish; fresh carnations to boxes of ladybugs. And Continental's Golden Jet Boeing 707 has a pressurized and temperature-controlled cargo compartment. No need to worry about freezing or cold damage to the products you ship.

Later on other cities will join Chicago and Los Angeles in being served by the Golden Jet. Right now Continental's Jet Power Viscount II fleet serves most of the major cities in the West and Southwest, along with the DC-7B.

A passenger timetable is your freight timetable. If you are located in one of the 50 cities served by Continental write or call your local Continental Cargo Manager. He will be glad to send you a copy.

Remember! You ship with Confidence when you ship via Continental Airlines.



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# U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

**CITY.** Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted  
 ⑦ indicating freight service only or  
 ⑧ indicating express service only.

**CARRIERS.** The two letter code of carrier providing service for each city and the Official Airline Guide flight schedule table number is designated. Each carrier provides express and freight service unless noted by  
 ⑦ indicating freight service only or  
 ⑧ indicating express service only.

**AIR FREIGHT TELEPHONE NUMBERS.**

**AIRCRAFT AND MAXIMUM SIZE.** The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted *without advance arrangement*.

**MAXIMUM WEIGHT.** Maximum weight per piece carrier will handle in each city *without advance arrangement*. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

**RAIL EXPRESS and MOTOR FREIGHT.** Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city  
 C—available in city only.

**CUSTOMS FACILITIES.**

A—available at airport only  
 C—available in city only  
 AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

**AIR-BUS.** Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

**PICK UP and DELIVERY (Air Freight) RATES.**

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Aberdeen, N. C.	SOP	See Pinehurst, N. C.									
Aberdeen, S. D.	ABR	BN 161A	BA 5-5465	3	200	C	A	WSP		No Service Available	
Aberdeen, Wash.	HOM	WC 850A	Hogaim 384	3	150	C	A	C		No Service Available	
Abilene, Texas	ABI	CO 300	OR-3-2587	9, 3	200	A	A	DAL	G	.40	1.00
Ada, Oklahoma	ADH	CN 255	Federal 2-5787	3	200	C	C	DAL		No Service Available	
Ainsworth, Neb.	ANW	FL	373	3	200			DEN		No Service Available	
Akron, Ohio	CAK	CP		1, 3, 6, 9	200						
		AA 112	TYler 6-2315	9	250	C	A	AC		.50	1.50
		CA 240	TYler 6-2303	3, 4	250	C	A	AC		.50	1.50
		EA 327, 333	TYler 6-2344	9	200	C	A	AC		.50	1.50
		FT 375	TYler 6-2355	3	200						
		UA	TYler 6-2361	6	200	C	A	AC		.50	1.50
Alamogordo, N. M.	HMH	CO	HElock 7-5710	22	200	C	A	ELP		.50	1.10
Alamosa, Colo.	ALS	FL	JU 9-6311	3	200	C	A	DEN		No Service Available	
Albany, Ga.	ABY	SO 730	HE-2-9525	9	200	C	A	DHN		.35	.75
		AA 110	NE-6-2418	3	100	C	A	DHN		.35	.75
Albany, N. Y.	ALB	EA 319B, 325, 327, 332, 335	UNion 9-5321	3	250	C	C	AC	G	.60	1.40
		FT 375	UNion 9-5361	3	200	C	C	AC		.60	1.40
		MO 460	Served Through Newark, N. J.	9, 3	200	C	C	AC		.55	1.20
		TW 815	UNion 9-5379	19	200	C	C	AC		.60	1.40
Albany, Ore.	CVQ	WC 850A	COvallis 3-4232	3	150	C	A	PDX		No Service Available	
Albuquerque, N. M.	ABQ	FL	CHapel 2-5219	9, 3, 22	200	A	A	ELP	G	.40	.85
		TW 815	CHapel 7-1473	3	200	A	A	ELP		.10	.85
		DL 309, 312	3-1705	8, 7	250	A	A	ELP		.40	.85
Alexandria, La.	AEX	EA 325, 327, 332, 335	4471	9, 3	300	C	C	BTR		.50	1.10
Allentown, Pa.	ABE	UA	CO-4-0557	19	200	A	A	PHL	G	.50	1.35
		TW 815	COngress 4-0597	19	400	A	A	PHL		.50	1.35
		WA 860	COngress 4-0512	9, 6	300	A	A	PHL		.50	1.35
Altitude, Neb.	AIA	AS	804	3	200	C	C	DEN		No Service Available	
Alpine, Tex.	MRF	See Marfa, Tex.									
Altitude, Pa.	ADD	AL 90	HO-5-2044	3	150	C		PIT	G	.55	1.75
A and M College, Tex.		See Bryan, Tex.									
Amarillo, Tex.	AMA	BN 161, 161A, 162A	DR-6-9373	9, 3	500	C	C	DAL	G	.80	1.35
		CN 255	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO 300	DR-3-4326	3	200	C	C	DAL		.80	1.35
		TW 815	DRake 2-5517	8	250	C	C	DAL		.80	1.35
Anaheim, Calif.	ANA	LX 430	20	20	200	C		LAX		Los Angeles Area	
Anchorage, Alaska	ANC	AS	2-0131	3, 4, 5	1000	A	A	AC		1.00	2.00
		CD 304A	4161	6, 10, 15A	2000	A	A	AC		1.00	2.00
		NW 510, 512, 8495	27531	16, 4, 8	200	A	A	AC		1.00	2.00
		PN 520, 521, 522	CA-6-0231	19	200	C	A	ATL	G	.35	.75
Anderson, S. C.	AND	See Huntington, W. Va.									
Ann Arbor, Mich.		See Detroit, Mich.									
Annette Island, Alaska	PA	ADams 6-2238	4, 6, 10, 15, 2	1500							
Aniston, Ala.	ANS	SO	ADams 6-8238	3	100						
Apple Valley	APV	BL 159	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
Arden, Calif.	ACV	See Eureka, Calif.									
Arctic Red River, N.Y.		CP		1, 3, 6, 9	200						
Ardmore, Ohio	APD	CN 255	141	3	200	C	C	DAL		No Service Available	
Asbury Park, N. J.	BLM	AL — (Service Suspended)									
Asheville, N. C.	AVL	CA 244	2-2404	3	150	A	C	INT	G	.60	1.20
		DL 310	AL-2-7601	3	200	A	C	INT		.60	1.20
		PI 640	AL 25061	3	100	A	C	INT		.60	1.20
Ashland, Ky.	HTW	See Huntington, W. Va.									
Astoria, Ore.	AST	WC 850A	AST 143	3	150	C	A	C		No Service Available	
Athens, Ga.	AHM	SO 730	LI-81364	3	100	C	A	ATL		.65	1.35
Athol, Mass.	ORE	NE (Service Suspended)									
Atlanta, Ga.	ATL	CA 244	POplar 6-8356	1	6000	A	A	C	G	.50	1.55
		DL 309, 309A, C, 310, 310A, B	POplar 1-8811	3, 22, 8	250	A	A	C		.50	1.55
		314A, B, C 8285	POplar 6-5315	9, 3, 5, 10, 8, 19	6000	A	A	C		.50	1.55
		EA 319E, 320, 325, 327, 330, 333, 336, 336C, 8315	PO-7-0221	4, 7, 8, 16, 10, 19	500	A	A	C		.50	1.55
		RD 670, 8570	POplar 6-2711	1	6000	A	A	C		.50	1.35
		SO 730	POplar 6-5321	3	200	A	A	C		.50	1.55
Atlantic City, N. J.	ACT	EA 324, 325, 327, 332	Pleasantville 2458	3, 19	150	A	A	PHL		.55	1.10
		See Lewiston, Me.	Pleasantville 2500	19	200	A	A	PHL		.55	1.10
Auburn, Me.	LEW	NE 485	2-8814	9, 3	300	C	A	ATL	G	.75	1.50
Augusta, Ga.	AGS	DL 309, 310, 314C	Wayfair 2-1351	3	200	A	A	ATL		.75	1.50
Augusta, Mo.	AUG	EA 325, 333	HO-5-5461	9, 3	200	A	C	PHL		.50	1.00
Austin, Tex.	AUS	BN 158, 160, 161	HO-5-6515	9, 3	200	A	C	SAT	G	.40	.85
		CO 300	HO-5-6538	3	150	A	C	SAT		.40	.85
		TT 800	HO-5-6538	3	400	A	C	SAT		.40	.85
Bala Coney, P. Q.	QSA*	WC 850B	ENT 461	3	150	C	C	PDX		No Service Available	
Baker, Ore.	BKE	UA 835	EXport 9-2821	9	200	A	C	LAX	G	.40	.95
Bakersfield, Calif.	BPL	PC 516	EXport 9-1771	3, 19	200	A	C	LAX		.40	.95
		AA 105, 120, 124, 126, 8135	Saratoga 7-3210	9, 15	6000	A	A	C	G	.75	1.50
Baltimore, Md.	BAL	AL 90	Southfield 1-1300	3	150	A	A	C		.75	1.50
		AX 6								.75	1.50



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Baltimore, Md. (Concluded)	BAL	CA 240, 242, 244, 244A	Saratoga 7-1063	4, 22	250	A	A	C		.75	1.50
		DL	Southfield 6-2100	6	200	A	A	C		.75	1.50
		EA 324, 325, 327, 332, 335	MUIberry 5-7718	4, 19, 6, 7	200	A	A	C		.75	1.50
		NA 470A, B	Southfield 1-0603	9, 6	200	A	A	C		.75	1.50
		NE - (Service Suspended)									
		PA - 573	NU 5-1630								
		RD - (Service Suspended)									
		TW 815	Saratoga 7-1303	8, 19	400	A	A	C		.75	1.50
		UA 830	PLaza 2-0206	9, 10	300	A	A	C		.75	1.50
Banger, Mo.	BGR	NE 485	7314	3	200	A	A	C		.50	1.00
Bar Harbor, Me.	BHD	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	Seasonal
Barro, Va.	MPY	See Montpelier, Vt.									
Barlesville, Okla.	BVO	CO 300	147	9, 3	200	C	C	MKC		.45	.95
		CN 255	636	3	200	C	C	MKC		.45	.95
Basin, Wyo.	GEY	See Greybull, Wyo.									
Baton Rouge, La.	BTR	DL 309, 312	ELgin 5-4491	9, 3	300	C	C	C	G	.55	1.25
		EA 327	EL 5-2581	19	200	C	C	C		.55	1.25
		SO 730	EL-7-1488	3	100	C	C	C		.55	1.25
Beale Creek, Mich. @	BTB	NO 475	Woodward 3-1541	3	200	A					
Bay City, Mich.	MBS	See Saginaw, Mich.									
Beaufort, N. C.	MRI	See Morehead City, N. C.									
Beaumont, Tex.	BPT	DL 312	TE-5-7541	9	300	C	A	C	G	.55	1.10
		EA 327	TE-5-4573	19	200	C	A	C		.55	1.10
		TT 800	TE-5-1425	3	150	C	A	C		.55	1.10
Beckley, W. Va.	BKW	PI 640	CLifford 2-2314	3	100	C	O	CVG		No Service Available	No Service Available
Beckville, Tex.	NIR	TT 800	FL-8-4727	3	150	C					
Bellefonte, Pa.	P5B	See Phillipsburg, Pa.									
Bellingham, Wash.	BLI	UA 830, 835	Bellingham 4094	9	200	C		AC		No Service Available	No Service Available
Beloit, Wis. @	JVL	NO 475	Emerson 5-3473	3	200	C					
Bend, Minn. @	BJJ	NO 475	117	3	200	C					
Bend, Oregon	ROM	UA 835		9	200	C	C	PDX		No Service Available	No Service Available
Berlin, N. H.	BML	NE Seasonal	Milan 2011	3	200	A		LWN		No Service Available	(Seasonal) Terminates 9/14/58
Beroud	BDA	EA 322A	5951	7, 8	200			A			
Bethlehem, Pa.	ABE	See Allentown, Pa.									
Big Spring, Tex.	BGS	CO 300	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
Billings, Mont.	BIL	FL 377	2-3466	3	200	A	A	GTF	G	.50	1.25
		NW	9-1989	4, 6, 15A	500	A	A	GTF		.50	1.25
		WA 860, 862	9-4549	9	200	A	A	GTF		.50	1.25
Biloxi, Miss.	---	See Gulfport, Miss.									
Binghamton, N. Y.	BGM	EA 325, 327, 332, 335	9-1544	19	200	C	C	SYR	G	.45	.95
		FT 375, 8330	Binghamton 9-1591	1	10000	C	C	SYR		.50	1.00
		MO 460	7-1263	9, 3	200	C	C	SYR		.45	.95
		TW 815	9-1576	19	250	C	C	SYR		.50	1.00
Birmingham, Ala.	BHM	AX 6, 8015							G		
		CA 244	Worth 1-6192	3, 22, 8	250	A	A	C		.60	1.20
		DL 309, 314A	L'Yric 2-9605	9, 5, 7, 1-A	2000	A	A	C		.60	1.20
		EA 327, 330	WO-1-4631	8, 7, 19	200	A	A	C		.60	1.20
		SO 730	WO-1-3737	3	100	A	A	C		.60	1.20
Bisbee, Ariz.	DUG	See Douglas, Ariz.									
Bismark, N. D.	BIS	BN 161A	CA-3-5640	3	200	A	A	MSP		No Service Available	No Service Available
		FL 377	CA-3-3272	3	200	A	A	MSP		No Service Available	No Service Available
		NW 510	CApitol 3-7400	4	200	A	A	MSP		No Service Available	No Service Available
Bloomington, Ill.	BMI	OZ	5-2840	3	200					.45	1.25
Bloomington, Ind. @	BMG	LC 400	Valley 5-2111	3	200	C					
Bluefield, W. Va.	BLF	PI 640	Davenport 7-6141	3	100	C		INT	G	.50	1.00
Bluffs, Calif.	BLM	BL 155	16-F-3	3	200	C	C	SAN		No Service Available	No Service Available
Boise, Idaho	BDI	UA 830, 835	Boise 3-2521	9, 5, 6	400	C	A	SPO	G	.40	.85
		WC 850A	Boise 2-3661	3	150	A	A	GTF		.40	.85
		CN 255	BRoadway 3-2818	3	200	C	A	DAL		No Service Available	No Service Available
Borger, Tex.	BGD										
Boston, Mass.	BOS	AA 104B, 110, 115, 1150, 124, 128, 8135	Liberty 2-5470	9, 5, 15, 10	6000	A	A	AC	G	.70	1.40
		AF 60, 60E, 61, 61A-D, 62B	Copley 7-5350	7	200	A	A	AC		.70	1.40
		BA 170A		11, 8	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA 319A, 319C, 324, 325, 327, 332	CO-7-5173	9, 8, 7, 19, 6, 10	200	A	A	AC		.70	1.40
		FT 375, 8330	LOgan 7-6161	1	10000	A	A	AC		.55	1.25
		MO 460	E. Boston 7-6600	9, 3	200	A	A	AC		.70	1.40
		NA 470A, B	LOgan 7-7600	9, 5, 6	200	A	A	AC		.70	1.40
		NE	LOgan 7-8300	9, 3, 6, 22	200	A	A	AC		.70	1.40
		PA 550, 560, 565A, B	HU 2-1747	6, 10	400	A	A	AC		.70	1.40
		RD 670, 8570	LOgan 7-7560	1	200	A	A	AC		.70	1.40
		TC 770	Liberty 2-6070	22	400	A	A	AC		.70	1.40
		TW 815, 880	Copley 7-7225	8, 19	200	A	A	AC		.70	1.40
		UA 830, 8795	E. Boston 7-4518	9, 5, 10, 6	1000	A	A	AC		.70	1.40
Bozler City, Nev.	BLD	See Las Vegas, Nev.									
Bowling Green, Ky.	BWG	EA 330	VI-2-3601	19	200	A	A	BNA	G	.35	.50
Braintree, Mass.	BZN	NW	JUNiper 6-6028	4	200	C	C	GTF		No Service Available	No Service Available
Bremen, Fla.	BRQ	See Sarasota, Fla.									
Bridford, Pa.	BFD	AL 90	2-3551	3, 19	150	C				.55	1.50
		MO - (Service Suspended)									
Bridgport, Conn.	BDR	TT 800	2110	3	200	C				.55	1.50
		NO 475	5531	3	200	C					
		TC 770	5328	3	200	C	C	C		.50	1.00
		AA 124, 8135	EDison 7-1279	9	6000	A		C	G	.60	1.35
		NY		19	200						
Bristol, Va.	TRI	CA 244	South 2510	3	150	C	C	INT	G	.50	1.10
		PI	South 4-2123	3	100	C	C	INT		.50	1.10
Buckings, S. D.	BKX	BN (Service Suspended)									
		NO 475 @	36	3	200	A		DMA		No Service Available	No Service Available
		WA 860	Lincoln 2-7431	9	200	A	A	AC		.35	.75
Brownsville, Tex.	BRO	BN 158, 160, 161	LI-6-1694	9	200	A	A	AC		.35	.75
		EA 327	2-5360	6, 10	200	A	A	AC		.35	.75
		PA 590	6882	3	150	C		DAL		No Service Available	No Service Available
Brownwood, Tex.	BWD	TT 800	107	3	200	C	C	C	G	.40	.85
Brunswick, Ga.	BSI	DL 310	2707	19	200	C	C	SAT		.40	.85
		EA 325, 333	VI-6-4789	3, 9	200	C	C	SAT	G	.55	1.10
Bryan, Tex.	CLL	CO	VI-6-5611	3	150	C	C	SAT		.55	1.10
		TT									
Buffalo, N. Y.	BUF	AA 110, 112B, 114C, D, 122, 8135	Plaza 6007	9, 5, 15	6000	A	C	AC	G	.45	1.50
		AL 90	Spring 4800	3	150	A	C	AC		.45	1.50
		CA 240, 242, 244, 244A	Plaza 2240	3, 4, 8, 22	250	A	C	AC		.45	1.50
		FT 375, 8330	Plaza 3071	1	10000	A	C	AC		.45	1.50
		LC 400 @	Spring 8282	3	200	A	C	AC		.45	1.50
		MO 460	Plaza 3900	9, 3	200	A	C	AC		.45	1.50
Burbank, Calif.	BUR	See Los Angeles, Calif.									
Burling, Ida.	BYI	WC 850A	ENT 460	3	150	A	A	GTF		No Service Available	No Service Available
Burlington, Iowa	BRL	BN - (Service Suspended)	PLaza 2-4362	3	200	A	C	PIA		.50	1.50
		OZ 515									

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Burlington, Vt.	BTY	EA 325, 327, 332, 336	4-6814	3	200	A	C	AC		No Service Available	
Butte, Mont.	BTM	NE 485	4-5745	3	200	A	C	AC		No Service Available	
Calgary, Alta.	YYC	NW 860	6489	4	200	A	A	GTF	G	.55	1.35
Cambridge, Md.	ESH	TC	6555	9	200	A	A	C		.50	1.00
Cambridge, Mass.		CP 210	Amherst 9-1381	9	200	C	C	C		.25	.60
Camden, Ark.	CDH	See Easton, Md.	Amherst 2-4970								
Camden, N. J.	PAL	See Boston, Mass.	TE 6-5784	3	150	C				No Service Available	
Canton, Ohio	CAK	See Philadelphia, Pa.									
Cape Girardeau, Mo.	CGI	See Akron, Ohio	5-6064	3	200	C	A	STL		No Service Available	
Cape May, N. J.	WFD	OZ 515	AL (Service Suspended)								
Carlsbad, N. M.	CHM	CO 500	Tulaco 5-2992	9, 3	200	C	C	ELP			
Carmel, Calif.		See Monterey, Calif.									
Casper, Wyo.	CPR	FL 377	2-7135	3	200	C	C	DEN		.50	1.25
Castroville, B. C.	YCG	WA 860	3-3777	9	200	C	C	DEN		.55	1.35
Cedar City, Utah	CDC	CP 210	772-W	3	200	C	C	LAX		No Service Available	
Cedar Falls, Iowa	CID	BL 155	Empire 4-2483	9	200	C	C	OMA	G	.50	1.00
Cedar Rapids, Iowa		See Waterloo, Iowa	Empire 2-1103	3	200	C	C	OMA	G	.50	1.00
Centerville, Wash.	CLS	See Chehalis, Wash.									
Chester, Neb.	CDR	WA FL	4466, Hemlock 2-2055	3	200	C	C	DEN		No Service Available	
Champaign, Ill.	CMI	OZ 515	6-7271	3	200		A			No Service Available	
Charleston, Ill.		See Mattoon, Ill.									
Charleston, S. C.	CHS	DL 309, 310	4-2567	9	300	A	C	C	G	.55	1.10
		EA 322, 330	4-3311	19, 4, 9	200	A	C	C		.55	1.10
		NA 470A, B	Sherwood 4-4256	9	200	A	C	C		.55	1.10
Charleston, W. Va.	CHW	AA 120	Dickens 6-6204	9	300	A	A	CVG	G	.55	1.45
		CA 244	2-8007	3, 22, 8	250	A	A	CVG		.55	1.45
		EA 325, 327, 332, 333, 336	DI-6-0306	19	200	A	A	CVG		.55	1.45
		PI	Dickens 6-0681	3	100	A	A	CVG		.55	1.45
Charlotte, N. C.	CLT	CA 244	EXpress 9-0773	3, 22	150	A	A	INT	G	.50	1.25
		DL 309, 8285	EXpress 9-0487	9, 8, 1-A	4000	A	A	INT		.50	1.25
		EA 325, 327, 330, 335, 336, 8315	EX-9-3331	4, 4, 8, 16, 7, 19	500	A	A	INT		.50	1.25
		PI 640	EXpress 9-3371	3	100	A	A	INT		.50	1.25
		SO 730	EX-9-7474	3	100	A	A	INT		.50	1.25
Charlottesville, Va.	CHO	PI 640	3-5158	3	100	C	C	DCA		No Service Available	
Chattanooga, Tenn.	CHA	BN 158	MA 23701	9	200	C	C	C	G	.45	1.10
		CA 244	9-3103	22, 8	250	C	C	C		.45	1.10
		DL 310, 314B	MA-2-8336	9, 3	400	C	C	C		.45	1.10
		EA 325, 327, 330, 336	MA-9-6101	4, 19, 9	200	C	C	C		.45	1.10
Chesapeake, Mich.	PLN	CA 244A	1499	3, 4	150	C		C		.35	.75
Chehalis, Wash.	CLS	WC 850A	Sherwood 8-4706	3	150	A	A	OLM		.55	1.25
Cheyenne, Wyo.	CYS	FL 377	6-6444	3	200	A	A	DEN	G	.60	1.25
		UA 830	7-7722	9	200	A	A	DEN		.60	1.25
		WA 860	8-8916	3, 9	200	A	C	DEN		.60	1.25
CHICAGO, ILL.											
Midway Airport	MOW	AA 103, 105C, 110, 112A, 113C, 114, 114B, D, 120, 122, 128, 8135	Reliance 5-8100	9, 5, 15, 10	10000	A	A	AC	G	.70	1.75
		AF 60, 60E, 61, A, D, 62B	State 1-1250	7	200	A	A	AC		.70	1.75
		BN 160, 161A, 162A, 8150	Portsmouth 7-5028	9, 1, 3, 5, 10, 8	2000	A	A	AC		.70	1.75
		CA 240, 244, 244A	Portsmouth 7-2266	3, 4, 22	250	A	A	AC		.70	1.75
		CO 300	Ludlow 5-6800	10, 22	200	A	A	A		.70	1.75
		DL 310, 310A, 312, 8285	PO-7-1900	9, 5, 10, 1-A	6000	A	A	AC		.70	1.75
		EA 319D, 320, 332, 336	Reliance 5-2211	4, 10, 8, 16, 7, 19	200	A	A	AC		.70	1.75
		FT 375, 8330	Portsmouth 7-8200	1, 15, 23	10000	A	A	AC		.70	1.75
		LC 4000	Financial 6-0696	3	200	A	A	AC		.70	1.75
		LH 432	Andover 3-6670			A	A	AC		.70	1.75
		NO 4750	DEarborn 2-7522	3	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	11, 10, 4, 6	300	A	A	AC		.70	1.75
		OZ 515	Ludlow 5-1952	3	200	A	A	AC		.70	1.75
		RD 670, 8570	Ludlow 2-4040	1	6000	A	A	AC		.70	1.75
		TC 770	RAndolph 6-3644	22	250	A	A	AC		.70	1.75
		TW 815, 818	DEarborn 2-7666	8, 7, 19, 1	400	A	A	AC		.70	1.75
		UA 830, 8795	Portsmouth 7-5100	9, 5, 15, 10, 6	6000	C	A	AC		.70	1.75
O'Hare Field	ORD	AA 105C, 110, 114, 114B, D, 122	GLadstone 5-4308	9, 5	6000	C	A	C	G	.70	1.75
		BA 170A	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
		BN 160, 161A	GL-5-4310	3	200	C	A	C		.70	1.75
		CA 240, 240A	Portsmouth 7-2266	3, 4, 22	250	C	A	C		.70	1.75
		DL 310, 310A, 312	National 5-6600	9	300	C	A	C		.70	1.75
		EA 330	Reliance 5-2211	9, 7, 8, 16, 10, 19	200	C	A	C		.70	1.75
		NO 4750		3	200	C	A	C		.70	1.75
		PA 550, 560	DE-2-4900	10, 6	600	C	A	C		.70	1.75
		TW 815	DEarborn 2-7666	8, 19	400	C	A	C		.70	1.75
		UA 830	GLadstone 5-3125	9, 5, 10	400	C	A	C		.70	1.75
Chico, Cal.	CIC	PC	Fireside 2-3007	3, 19	200	C	C	SFO		No Service Available	
Cincinnati, Ohio	CVG	AX (Service Suspended)	Dixie 1-5600	9, 5, 10, 15	6000	C	C	C	G	.55	1.35
		DL	Dixie 1-5688	9, 1-A, 3, 5, 10, 19	6000	C	C	C		.55	1.35
		LC	Dixie 1-4450	3	200	C	C	C		.35	1.35
		PI	Garfield 1-1315	3	100	C	C	C		.55	1.35
		RD	Dixie 1-8340	1	6000	C	C	C		.55	1.35
		TW	Dixie 8974	9, 3, 8, 19	400	C	C	C		.55	1.35
Clarkburg, W. Va.	CKB	CA 244	Victor 2-3531	3	150	C	C	PIT		No Service Available	
Clarkston, Wash.	LWS	See Lewiston, Idaho									
Clarksville, Tenn.	CKV	OZ 515	IDlewood 9-5188	3	200					No Service Available	
Clearfield, Pa.	PSB	See Phillipsburg, Pa.									
Clearwater, Fla.	PIE	See St. Petersburg, Fla.									
Cleveland, Ohio	CLE	AA 110, 112, 122	ORchard 1-5421	9, 5, 10	600	A	A	AC	G	.80	1.80
		AL	TOver 2-0216	3, 19	150	A	A	AC		.80	1.80
		AX (Service Suspended)									
		CA 240, 244, 244A	CLeaverwater 1-0913	4, 8, 22	250	A	A	AC		.80	1.80
		EA 319D, 327	CL-1-8870	9, 7, 19	200	A	A	AC		.80	1.80
		FT 375, 8330	Winton 1-5777	1, 15, 23	10000	A	A	AC		.80	1.80
		LC 400	CLeaverwater 2-5050	3	200	A	A	AC			
		NW	Winton 1-2442	6, 11	300	A	A	AC		.80	1.80
		RD 670	CLeaverwater 2-4270	1	6000	A	A	AC		.70	1.75
		TC	SUPerior 1-5595	22	200	A	A	AC		.80	1.80
		TW 815	Winton 1-9700	8, 19	400	A	A	AC		.80	1.80
		UA 830, 8795	CLeaverwater 1-5201	9, 5, 15, 6, 10	6000	A	A	AC		.80	1.80
Clifton, Ariz.	CFT	FL 377	UPiversity 4-4908	3	200	A	A	DUG		.45	.85
Clinton, Iowa	CWI	OZ 515	CHapel 3-2122	3	200	C				No Service Available	
Clintonville, Wis.	CLI	NO 475	2210	3	200	C				.40	.85
Clovis, N. M.	CVS	CO 300	Sunset 4-3528	9, 3	200	C	C	ELP		No Service Available	
Cody, Wyo.	COE	FL	103	3	200			GTF		No Service Available	
Coeur d'Alene, Ida.	COE	WC 850B	C. d'A, 4-5313	3	150	C	C	GEG		No Service Available	
College Station, Tex.	CLL	See Bryan, Tex.									



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Colorado Springs, Colo.	COS	BN 161, 161A CN 255 CO 300	ME 4-4321 MEIrose 5-1586 MEIrose 3-4688	9 3 9, 3, 22	200 200 200	A A A	C C C	DEN DEN DEN	G	No Service Available No Service Available No Service Available	
Columbia, Mo.	CBI	OZ 515	Gibson 3-4173	3	200			A		No Service Available	
Columbia, S. C.	CAE	DL 309, 310 EA 325, 333	4-3186 6-1603	9, 3 19	400 200	C A	C C	ATL ATL	G	.50 .50	1.10 1.10
Columbus, Ga.	CSG	DL 309 EA 325, 327, 330 SO 730	FA-7-7458 FA-4-2493 FA-8-4900	9, 3 19, 9 3	400 200 200	C C C	A A A	ATL ATL ATL	G	.50 .50 .50	1.00 1.00 1.00
Columbus, Miss.	UBS	SO 730	FA-8-4900	3	100			ATL		No Service Available	
Columbus, Ohio	CMH	AA AX (Service Suspended) DL EA LC PI RD (Service Suspended) TW UA	BEImont 1-8277 7-2626 BEImont 5-8681 BEImont 7-2585 Capitol 1-7866	9, 5 3, 5 8, 9 3 3 9, 3, 6, 7, 19, 2 5, 6	600 300 200 200 100 3000 200	A A A A A A	C C C C C C	G C C C C C	G	.55 .55 .55 .55 .55 .55	1.40 1.40 1.40 1.40 1.40 1.40
Concord, N. H.	CON	NE 485	Capitol 5-9531	3	200	A	A	PWW		No Service Available	
Coos Bay, Ore.	OTH	See North Bend, Ore.									
Corbin, Ky.	LOZ	See London, Ky.									
Cordova, Alaska	COV	PN 520, 521A	15	4, 8						1.00	1.00
Corning, N. Y.	ELM	See Elmira, N. Y.									
Ceres, Calif.	CHP	L X 430	TU-3-8431 TU-4-0331 TU-2-7458	20 9, 3 19, 9	200 200 200	A A A	A A A	C C C	G	.50 .50 .50	1.00 1.00 1.00
Ceres Christi, Tex.	CRP	BN 158, 160, 161 EA 327 TT 800	L Ogan 5-3022	3	200	C		DEN		No Service Available	
Cortez, Colo.	CEZ	FL									
Corvallis, Ore.	CVO	See Albany, Ore.									
Council Bluffs, Iowa	CBF	See Omaha, Neb.									
Council Bluffs, Mo.	YXC	CP 210	JU 4-8844	9	200	C	C	C		.25	.60
Covington, La.	CEC	CP 516	2771	3, 19	200	C	C	OTH		No Service Available	
Cumberland, Md.	CEC	AL 90	REIwood 8-9500	3	150	C			G	.50	1.00
Cut Bank, Mont.	CTB	WA 860	480	9	200	C	C	A		.35 (D)	.75 (D)
Dallas, Tex.	DAL	AA, 103A, 105, 105A, 110, 112, 113, 113C, 122, 128, 8135 BN 158, 160, 161, 161A, 162, 162A, 8150 CO 300 CN 255 DL 309, 309D, 310B, 312, 314A 315A, 8285 TT 800	FL-7-7391 FL-1-5522 FL-2-5601 FL-2-2609 Fleetwood 2-6311 FL-1-5334	9, 5, 15, 10 9, 1, 3, 5, 10 9, 3 9, 3 9, 1-A, 5, 10, 8 3	10000 2000 200 200 6000 150	A A A A A A	A A A A A A	C C C C C C	G	.45 .45 .45 .45 .45 .45	1.25 1.25 1.25 1.25 1.25 1.25
Dayton, Ill.	DMV	LC 400 @	6-4727	3	200	C					
Dayton, Va.	DAH	OZ EA 327 PI 640	2711 7640 SW 2-8571	3 19, 9 3	200 200 100	C C C	C C C	RIC RIC RIC	G	.60 .55 .55	1.25 1.10 1.10
Dayton, Iowa	MLI	See Moline, Ill.									
Dayton City, Y. T.	YDA	CP 215	CPA	3	200		C	C		.25	.60
Dayton Creek, B. C.	YDC	CP 215	55	6, 9	500	C	C	C		15 lb. 25	50 lb. 50
Dayton, Ohio	DAY	AA DL LC @ TW UA	Vandalia 4-5511 Twin Oaks 8-5857 HE 4053	9 10, 9 3 3, 8, 7, 19	500 300 200 400	C C C C	A A A A	C C C C	G	.45 .60 .60 .60	1.15 1.45 1.45 1.45
Dayton Beach, Fla.	DAB	EA 320, 325, 330, 333 NA 470A, C OZ 515	CL-3-6541 CLinton 2-0566 3-7741	19, 9, 8 9, 17 3	200 200 200	A A A	A A A	JAX JAX JAX	G	.45 .45 .45	1.50 1.50 1.10
Deatur, Ill.	DEC	See Montrose, Calif.									
Del Norte, Calif.	MRY	See Montrose, Calif.									
Delta, Colo.	MTJ	See Montrose, Colo.									
Denning		See Silver City, N. M.									
Denison, Tex.	SWI	See Sherman, Tex.									
Denver, Colo.	DEN	BN 161, 161A, 162A CN CO FL 377 TW 815 UA 830, 835, 8795 WA 860, 862	EA-2-7761 DEXter 3-4228 EAsT 2-7771 FLorida 5-3515 DUDley 8-1606 DEXter 3-7744 EA 2-1833 CH-3-0711 ATLantic 8-3654 Des Moines 8-4711	9, 5 3 9, 3, 5, 10, 22 3 8, 7 9, 5, 15, 6, 10 3, 6, 9 9, 3 3 9, 6	500 200 200 200 250 6000 200 200 200 300	A A A A A A A A A A	A A A A A A A A A A	C C C C C C C C C C	G	.55 .55 .55 .55 .55 .55 .55 .55 .55 .55	1.30 1.30 1.30 1.30 1.30 1.30 1.30 1.30 1.30 1.30
Des Moines, Iowa	DSM	BN OZ UA	CH-3-0711 ATLantic 8-3654 Des Moines 8-4711	9, 3 3 9, 6	500 200 300	A A A	A A A	OMA OMA OMA	G	.45 .45 .45	1.00 1.00 1.00
Detroit, Mich. (Willow Run)	YIP	AA Service suspended. CA 240, 244, 244A DL 310B, 312, 314B EA 3190, 325, 333 LC 400 @ MO 460 NO 475 @ TW 815, 815A, 818	Woodward 3-8900 HU-2-6771 WO-5-8200 Woodward 3-4700 Hunter 3-3410 Woodward 2-8090 Woodward 2-7272	3, 4, 8, 22 9, 3, 5 9, 7, 8, 10, 19 3 9, 3 9, 8, 19, 3, 7	250 300 200 200 200 200 400	A A A A A A A	A A A A A A A	AC AC AC AC AC AC AC		.45 .45 .65 .65 .65 .65 .65	1.75 1.75 1.75 1.75 1.75 1.75 1.75
Detroit (Metropolitan-Wayne County)	RML	AA AL BA 170A @ FT 375, 8330 NW PA 550, 560, 350 RD 670, 8570 UA 830, 8795	Hunter 2-6890 Whitney 1-2900 WO-3-3435 L Ogan 2-9520 L Ogan 2-7110 Woodward 3-0800 Crestwood 8-1300 Hunter 3-3440	9, 5, 15, 10 3, 19 1, 15, 23 11, 6, 10, 15A 6, 10 1 9, 5, 15, 10	6000 150 10000 2000 600 6000 3000	A A C A A C A	A A A A A A A	C AC AC AC AC AC AC	G	.65 .65 .65 .65 .65 .65 .65	1.75 1.75 1.45 1.55 1.75 1.55 1.45
Dickinson, N. D.	DIK	FL 377 LX 430	5372	3	200	A	C	GFK		No Service Available	
Disneyland, Cal. @											
Dodge City, Kan.	DDC	CO 300	Hunter 3-3321	3	200	C	C	MKC	G	.65	1.25
Duluth, Minn.	DHL	EA 320, 325, 327, 330 SO 730	5-1200 2-4870	19 3	200 100	A A	A A	PFN PFN	G	.40 .40	.85 .85
Duluth, Ala.	DHN	AA 105, 110, 112, 112A, 113B FL AL 90	EMpire 4-3437 716 3553	5 3 3	250 200 150	C C C	C C C	AC AC AC	G	.35 .35 .35	.75 .75 .75
Durham, N. C.	DDG	FL	716	3	200				DEN	No Service Available	
Durham, Wyo.	DGW	AL 90	3553	3	150					No Service Available	
Durham, Del.	DDV	LC 400	New Philadelphia 4-2729	3	200						
Durham, Ohio @	PHD										
Durham, Pa.	PSB	See Philipsburg, Pa.									
Durham, Iowa	DDQ	OZ 515	3-9441	3	200	C	A			.50	1.00
Durham, Minn. @	DLH	NO 475	RAndolph 2-4633	3	200					.50	
Durham, Ohio	DDC	CN 255	580	3	200	A	C	DAL		No Service Available	
Durham, Colo.	DDO	FL	C Henry 7-2395	3	200	C	C	DEN		.70	1.50
Durham, N. C.	DDU	PI	31771	3	100	C	A	RDU-R	G	No Service Available	
Durham, Ont.	YXR	TC	22	22	200	C	C			No Service Available	
Durham, Md.	ESH	AL 90	250	3	150						
Durham, Pa.	ABE	See Allentown, Pa.									
Durham, Wis. @	EAU	NO 475	TEmples 4-4633	3	200					No Service Available	
Durham, Tex.	MAK	TT 800	NU-6-3707	3	150	C	C	C		.50	1.00
Durham, Alta.	YXD	TC NW 510, 512 WA 860 CP 215, 217	28131 55-2120 554197 554171	6 9 1, 3, 9	200 200 1000	C C C	C C C	C C C		.50 .50 .25	1.00 1.00 .60
Edin Air Force Base	VP5	SO 730	25311	3	200	C	C	SAN		No Service Available	
El Centro, Cal.	IPL	BL 155	ELgin 2-4218	3	150	C	C	MEM		No Service Available	
El Dorado, Ark.	ELD	TT 800	UN 3-7273	3	150	C	C	C		.40	1.00
Elkhart, Ind.	EGG	CA 244	2396	9	250	C		PIT		No Service Available	
Elkins, W. Va.	EKM	AA 120	1100	9	250	C				No Service Available	



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Elko, Nev.	EKO	UA 830	Elko 651	9	200	C	A	SFO		No Service Available	
Elm, N. Y.	ELM	CA 242	9-3686	3	150	C	C	SYR	G	.40	1.10
		MO 460	9-3656	3	200	C	C	SYR		.40	1.10
El Paso, Tex.	ELP	AA	Prospect 8-3301	5, 10	400	A	C	AC	G	.35	1.10
		CO	Prospect 8-1951	9, 3, 5, 6, 22, 10	3	A	C	AC		.35	1.10
		TT	3-1233	3	150	A	C	AC		.35	1.10
Ely, Nev.	ELY	UA 830	Altus 4-4478	9	200	C	A	SFO		No Service Available	
Enid, Okla.	WDC	CN 255	Adams 4-5474	3	200	C	C	MKC		No Service Available	
Ephra, Wash.	EPH	WC 850A	Skyline 4-2522	3	150	C	C	GEG		No Service Available	
Erie, Pa.	ERI	AL	3-1617	3, 19	150	C	A	C	G	.40	1.10
		CA 242, 244	3-1129	3	250	C	A	C		.40	1.10
		LC 400	3-7705	3	200	C	A	C		.40	1.10
		MO 460	3-7754	3	200	C	A	C		.40	1.10
Escam, Mich. @	ESC	NO 475	30	3	200						
Eugene, Ore.	EUG	UA 835	Diamond 4-221	9	300	A	A	OTH	G	.45	.95
		WC 850A	DL 5-8506	3	150	A	A	OTH		.45	.95
Eureka, Cal.	ACV	PC 516	Terrace 9-1521	3, 19	200	C	C	C		No Service Available	
Evansville, Ind.	EVV	DL 312	Harrison 4-4771	9, 3	300	A	A	C	G	.55	1.60
		EA 330, 332	HA-2-7880	9, 19, 7	200	A	A	C		.55	1.60
			4220	3, 5	1000					1.00	2.00
Fairbanks, Alaska	FAI	ASA									
		NC 500									
		PA 545F, 8540	3262	11, 2	3000						
		CP 215									
Fall River, Mass.	FRV	See New Bedford, Mass.									
Fargo, N. D.	PAR	NO 475		4	200	A	A	MSP			
		NW 510	5-4277	4, 6	200	A	A	DPN		No Service Available	
Farmington, N. H.	FMN	FL	Davis 5-0651	3	200	C	C	MSP		No Service Available	
Fayetteville, Ark.	FYN	CN 255	Hillcrest 2-7306	3	200	C	A	MKC		.45	1.00
Fayetteville, N. C.	FAY	NA 470A, B	HEmlock 2-8157	9	200	C	A	RDU	G	.55	1.00
		PI 640	HE 2-4171	3	100	A	A	RDU		.55	1.00
		NE 485	2-6785	3	200	A	C	ORH		No Service Available	
		FI	Prospect 4-6601	3	200	C	C	DUG		No Service Available	
		CA 240, 244A	CEdar 5-4037	3, 4, 22	250	C		YIP		No Service Available	
Fitchburg, Mass.	FIT	5255		20, 19	200	C	A	CHS	G	.35	.75
Flagstaff, Ariz.	FLG	LX 430		20	200					No Service Available	
Flint, Mich.	FNT	CP		1, 3, 6, 9	400						
Florence, Ala.	MSL	See Sheffield, Ala.									
Florence, S. C.	FLO	EA 322									
Fontana, Cal. @	FON	CP									
Forestville, P. Q.	CP										
Fort Bragg, N. C.	FAY	See Fayetteville, N. C.									
Fort Campbell, Ky.		BN 160	5-2041	3	200					No Service Available	
Fort Dodge, Iowa	FOO	OZ 515	5-0431	3	200					No Service Available	
		CP		1, 3, 6, 9	200					.80	1.60
Fort Good Hope, N.W.T.		NE	Jackson 4-8631	6	200						
Fort Lauderdale, Fla.	FLL	CP 216	CFA	1, 3	200	C					
Fort McMurray, Alta.	YMM	CP		1, 3, 6, 9	200						
Fort McKerson, S. T.		CP		9, 6, 17	200	C	C	TPA		.50	1.00
Fort Myers, Fla.	FMV	NA 470A, C	EDison 5-9311	6, 9	200	C	C	C			
Fort Nelson, B. C.	YNE	CP 215	CFA	1, 3, 6, 9	200					No Service Available	
Fort Norman, N.W.T.		CP									
Fort Pierce, Fla.	FRP	RD	Vero Beach 2345	1, 3, 6, 9	6000					No Service Available	
Fort Resolution, N.W.T.		CP			200						
Fort Riley, Kan.	MRK	See Manhattan, Kan.									
Fort Sill, Okla.	LAW	See Lawton, Okla.									
Fort Smith, Ark.	FSM	BN 160, 161, 161A	Sunset 3-5171	9, 3	200	A	A	MEM		.40	.85
		CP		1, 3, 6, 9	200					.40	.85
Fort Smith, N.W.T.		CN	Sunset 2-3004	3	150	A	A	MEM		No Service Available	
Fort Stockton, Tex.	FST	TT 800	157	3	500	C		ELP			
Fort St. John, B. C.	XYJ	CP 215	117	6, 9	200		C				
Fort Vermilion, Alta.		CP		1, 3, 6, 9	300	A	C	TOL	G	.75	1.50
Fort Wayne, Ind.	FWA	DL 312	Harrison 3352	3, 9	400	A	C	TOL		.75	1.50
		TW 815	Harrison 2204	19	300	A	C	TOL		.75	1.50
		UA 830	Harrison 3321	9	200	C	C	C		.50	1.00
Fort William, Ont.	YGT	TC	2-0641	22							
Forth Worth, Tex.	ACF	AA 103A, 105, 105A, 110, 112, 113, 113C, 122, 128, 8135	Atlas 4-2551	9, 5, 10	600	A	A	DAL	G	.55	1.25
		BN 155, 160, 161, 162A	AT-4-3261	9, 3	500	A	A	DAL		.55	1.25
		CO 300	Atlas 4-3861	9, 3	200	A	A	DAL		.55	1.25
		CN 255	Atlas 4-2971	3	200	A	A	DAL		.55	1.25
		DL 309, 309D, 314A, 315A	Atlas 4-6611	9, 3, 5, 10	400	A	A	DAL		.55	1.25
		TT 800	AT 4-3465	3	150	A	A	DAL		.55	1.25
Frankfurt, Ky.	LEX	See Lexington, Ky.									
Franklin, Pa.	FKL	AL 90	IDlewood 2-3125	3	150	C				No Service Available	
Frederick, N. B.	YFC	TC 770	6613	22	200	C	A	C		.50	1.00
Fresno, Calif.	FAT	TW 815	Adams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA 835	Clinton 1-5522	9	300	A	C	SFO		.60	1.50
		LX 430		20	200						
Fullerton, Calif. @	FUL	SO 730	LI 6-5285	3	100					.70	1.40
Gadsden, Ala.	GAD	EA 320, 325, 330, 333	FR-2-0481	19	20	A	C	JAX		No Service Available	
Gainesville, Fla.	GNV	FL 377	UNION 3-3312	3	200	C	A	ELP		No Service Available	
Gallup, N. M.	GUP	TT 800	5-5062	3	150					No Service Available	
Galveston, Tex.	GLS	AS 708		3	500						
Gambell, Alaska @	GAM	PA 560, 8525	723			C	C	A			
Gander, Nfld.	YQX	KL 390A, 3930 @				C	C	A			
		SK 690A @				C	C	A			
		SN 8585 @		15		C	C	A			
		TC 750 @	723	6	600	C	C	A			
		TC 818	713	13, 7, 22	200	C	C	A		.35	.75
		CO 300	BRidge 6-5122	8, 7	250	C	C	A		No Service Available	
Garden City, Kan.	GCK	CO 300			200	C	C	DEN		No Service Available	
Geneva, N. Y.	SN	MO-(Service Suspended)									
Georgetown, Tex.	GGG	See Longview, Tex.									
Gladwin, Mich.	GDV	FL 377	Empire 5-3146	3	200	A	A	GTF		No Service Available	
Glens Falls, N. Y.	GFL	EA 325, 327, 332, 335	2-5855	19	200	C	C	ALB		No Service Available	
		MO 460	2-1184	3	200	C	C	ALB		No Service Available	
Goose Bay, Lab.	YVR	TC 770, 776	TCA	13	200					No Service Available	
		MAR 440E, F, 8465									
Grand Forks, N.D.	GFK	NW 510	4-4629	4	200	C	A	C			
		NO 475 @	2-1711	3	200	C	A	C			
Grand Island, Neb.	GRI	UA 830	Dupont 2-7400	9	200	C	A	OMA		No Service Available	
Grand Junction, Colo.	GJT	FL	CHapel 2-1102	3, 6	200	C		DEN		1.05	1.10
		UA	Gr. Junction 300	6	200	C	C	DEN		1.05	1.10
Grande Prairie, Alta.	YQU	CP 215, 216	2031	9	200	C	C				
Grand Rapids, Mich.	GRR	CA 240, 244A	CHerry 3-0108	3, 4, 22	250	A	A	MKG	G	.50	1.00
		FT 375	CHerry 1-2221	3						.65	1.25
		LC 400 @	CHerry 1-4477	3	200	A	A	MKG			
		NO 475 @	CHerry 1-3497	3	200	A	A	MKG		No Service Available	
Great Bend, Kan.	GBD	CO 300	GLadstone 3-4776	3	200	C	A	C		No Service Available	
Great Falls, Mont.	GTF	NW 510	GLendale 3-6501	4, 6	200	A	A	AC	G	.55	1.00
		WA 860	GLendale 3-4355	9	200	A	A	AC		.55	1.00
Green Bay, Wis. @	GRB	NO 475	HEmlock 5-5346	3	200	C	A			No Service Available	
Greensfield, Mass.	GRE	NE - (Service Suspended)	Kingsdale 4-2234	3	200	C	A	C		ORN	
Greensboro, N. C.	GSO	CA 244	Broadway 3-8646	3, 22	150	C	A	INT	G	.75	1.50
		EA 325, 327, 333, 336	BR-5-6688	19, 8	200	C	A	INT		.75	1.50
		PI	Broadway 3-3417	3	100	C	A			No Service Available	
Greenville, Miss.	GLH	SO	2-8612	3	200	A	A	ATL	G	.40	.85
Greenville, S. C.	GRL	DL 310, 8285	CE-2-8213	3	200	A	A	ATL		.40	.85
		SO 327, 330, 333, 336	9-3061	19, 9, 8	100					.40	.85
		SO 730	CEdar 3-0173	3	100	A	A	MEM		No Service Available	
Greenwood, Miss.	GRW	SO	2218	3	100	A	A			No Service Available	
Greenwood, S. C.	GRD	SO 730	9-3191	3	100					No Service Available	
Greybull, Wyo.	GEY	FL 377	PORTer 5-2082	3	200	C	C	GTF		.45	.85
Gulfport, Miss.	GPT	NA 470B, C	UNiversity 4-1554	17	100	C	C	C	G	.50	1.00

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Guyton, Okla.	GUY	SO 730	UN-4-2323	3	100	C	C	C		.55	1.10
Gunnison, Colo.	GUC	CN 255	672	3	200					.50	1.00
Hagerstown, Md.	HGR	FL 377	145	3	200	A	C	DEN		No Service Available	
Hallifax, N. S.	YXP	AL	REGENT 3-6700	3, 19	150	C	C	C	G	.35	.75
Hamilton, Ont.	YYZ	TC 770	2-7411	13, 22	200		C	C		.50	1.00
Hampden, Va.	PHF	See Toronto								.35	.75
Hannibal, Mo.	HNN	See Newport News, Va.									
Hanover, N. H.	LEB	See Quincy, Ill.									
Hartford, Conn.	HAR	See White River Jct., Vt.									
Harrisburg, Pa.	HAR	TT 800	GA 3-4200	3	150			SAT			
		AL	CEdar 8-9426	3, 19	150	A	C	BAL	G	.50	1.00
		CA 240, 242	CEdar 6-7995	3	150	A	C	BAL		.40	1.10
		TW 815	CEdar 4-3136	19	400	A	C	BAL		.40	1.35
Harrison, Ark.	HRO	CN	EMpire 5-5475	3	200			STL		No Service Available	
Hartford, Conn.	BOL	AA 110, 115B, 124, 8135	Jackson 2-6199	9, 15, 5	3000	A	C	C	G	No Service Available	
		EA 324, 325, 327	CH-9-6501	19, 6, 7, 9	200	A	C	C		.55	1.10
		FT 375, 8330	Jackson 2-3145	1	10000	A	C	C		.55	1.10
		NE	National 3-4418	3	200	A	C	C		.55	1.10
		TW 815	National 3-5581	8, 19	400	A	C	C		.55	1.10
		UA	Chapel 6-5631	9, 5, 10, 15, 6	6000	A	C	C		.55	1.10
Hattiesburg, Miss.	HBC	DL 309	JUNiper 2-1643	3	200	A	C	MSY		.55	1.10
Hawthorne, Nev.	HTH	BL 155	Wilson 5-3219	3	200	C	C	SFO		.50	1.00
Hay River, N.W.T.		CP	GLadstone 5-4921	1, 3, 6, 9	200						
		CP		1, 3, 6, 9	200						
		QEA		1, 3, 6, 9							
Hazleton, Pa.	HZL	AL	GLadstone 5-4921	3	150					No Service Available	
Helen, Ark.	HEE	TT 800	5-2577	3	150		A	MEM		No Service Available	
Helen, Mont.	HLM	NW	Hickory 2-0012	4	200	A	A	GTF	G	No Service Available	
		WA 860	Hickory 2-8550	9	200	A	A	GTF		.45	1.10
Hendersonville, N. C.	AVL	See Asheville, N. C.								.45	1.10
Hennepin, Minn.	HIB	See Marion, Ill.									
Hibbing, Minn.	HIB	NO 475	AMherst 3-7847	3	200	C		INT			
Hickory, N. C.	HKY	PI 640	DI 5-3285	3	100	A					
High Point, N. C.	GSO	CA	5411	See Greensboro, N. C.							
		EA	2-3346	See Greensboro, N. C.							
		PI	3778	See Greensboro, N. C.							
Hobbs, N. M.	HOB	CO 300	EXpress 3-5414	9, 3	200	C		ELP		.40	1.25
Holloman Air Force	ALM	See Alamogordo, N. M.									
Holyoke, Mass.	BAF	See Springfield, Mass.									
Homestead, Fla.	HOM	PH 521, 522	22111	3						.75	1.50
Honolulu, T. H.	HNL	NW	83256	6	200		C	AC		.65	1.25
		PA	86421	11, 2, 10	600		C	C			
		UA	83256	6, 10	500		C	C			
		HA	86421	11, 10	600		C	C			
		JL	Honolulu 8-1811	6, 10	200		C	C			
Hopkinsville, Ky.		See Clarksville									
Houston, Wash.	HQM	See Aberdeen, Wash.									
Hot Springs, Ark.	HOT	CN 255	National 4-1284	3	200	A	C	MEM		No Service Available	
		DL 312	NA-3-1671	9	300	A	C	MEM		No Service Available	
		TT 800	NA-3-8501	3	150	A	C	MEM		No Service Available	
Hot Springs, S. D.	HSR	WA 860	555	3	200	C		DEN		No Service Available	
Houghton, Mich.	CHX	NO 475	63	3	200					No Service Available	
Houston, Mo.	HUL	NE 405	2254	3	200	A	C	C			
Houston, Tex.	HOU	AA	Mission 9-1457	9	250	A	A	C	G	.55	1.25
		BN	OL 4-2686	9, 3, 5, 10	500	A	A	C		.55	1.25
		CO	OLive 4-8531	9, 5, 6, 3, 10	400	A	A	C		.55	1.25
		DL	OLive 4-2646	9, 10, 19	400	A	A	C		.55	1.25
		EA	OL 4-2661	9, 10, 7, 19	200	A	A	C		.55	1.25
		KLM	Capitol 4-1701	10		A	A	C			
		NA	OLive 4-8564	9, 5	400	A	A	C		.55	1.25
		PA	CA-3-4131	6	600	A	A	C		.55	1.25
		TT	MI 9-1218	3	150	A	A	C		.55	1.25
Huntington, W. Va.	HTW	AL 90	3-1331	3, 19	150	C	C	CVG	G	.50	1.60
		EA 322, 326	3-9476	19	200	C	C	CVG		.50	1.60
		PI 640	GL 3-1356	3	100	C	C	CVG	G	.50	1.60
Huntsville, Ala.	HSV	CA 244	JEfferson 4-5883	3, 22	150	A	A	BHM		.30	.85
		EA 330	4680	19	200	A	A	BHM		.30	.85
		SO	JE 6-6385	3	200					.30	.85
Hurley, N. M.	SVC	See Silver City, N. M.									
Hume, S. D.	HOM	BN 160, 161A	2910	3	200	A	C	MSY		No Service Available	
		WA 860	6401	3, 3	200	A	C	MSY		No Service Available	
Hutchinson, Kan.	HUT	CO	WO-2-6601	22, 3	200	C		MKC	G	.35	1.00
Hymus, Mass.	HYA	NE	SPring 5-1800	3	200	A	C	EWB		No Service Available	
Idaho Falls, Ida.	IDA	WC 850A	1805	3	150	A	C	GTF	G	.40	1.00
		WA 860	Jackson 2-8161	9	200	A	C	GTF		.40	1.10
Indianapolis, Ind.	IND	AA	Chapel 1-2545	9, 5	600	A	A	C	G	.45	1.35
		DL	CH-1-3333	9, 3, 19, 5	400	A	A	C		.45	1.35
		EA	CH-4-9521	9, 8, 19	200	A	A	C		.45	1.35
		LC 6	Chapel 1-8201	3	200	A	A	C		.45	1.35
		OZ	NEtrose 8-4909	1, 2	200	A	A	C		.45	1.35
		RD-(Service Suspended)									
		TW	NE 4-3438	8, 19, 2	3000	A	A	C		.45	1.35
International Falls, Minn.	INL	NO 475	Atlas 3-3871	3	200	C				No Service Available	
Ipswich, Cal.	IYK	PC 516		3						No Service Available	
Iowa City, Iowa	IOW	UA 830	Iowa City 3161	9	200	A	C	PIA		No Service Available	
Iowa Newton, Mich.	INT	NO 475	2575	3	200	C					
Ipswood, Mich.	IWD	NO 475	741-W	3	200	C					
Ithaca, N. Y.	ITH	NO 460	3351	9, 3	200	C	C	SYR	G	.50	1.00
Jackson, Mich.	JXM	NO 475	STATE 9-6125	3	200	C					
Jackson, Miss.	JAM	DL 309, 312, 8285	20866	9, 3, 5, 8, 1-A	2000	A	C	MSY		.55	1.35
		SO 730	28889	3	100	A	C	MSY		.55	1.35
Jackson, Wyo.	JAC	WA 860	310	3	200	C	C	GTF		No Service Available	
Jacksonville, Fla.	JAX	DL 309C, 310, 310A, 8285	ELgin 6-0484	1-A, 3, 5, 8	4000	A	A	C	G	.55	1.10
		EA 319C, 319D, 320, 325, 330	EL-3-3657	9, 8, 10, 7, 19, 6	200	A	A	C		.55	1.10
		NA 470A, C	ELgin 3-1586	9, 5, 6, 17	400	A	A	C		.55	1.10
		NE								.55	1.10
		RD 670	ELgin 5-6611	22	200	A	A	C		.55	1.10
		SO 730	ELgin 4-6601	1	6000	A	A	C		.65	1.25
Jamestown, N. Y.	JHW	AL 90	EL-4-7833	3, 19	150	C		BUF		.50	1.35
Jamestown, N. D.	JMS	NW 510	4118	4	200	C	A	MSP		No Service Available	
Janesville, Wisc.	JVL	See Beloit, Wisc.									
Jackson City, Mo.	JEF	OZ	6-2350	3	200	C				.55	1.10
Jackson City, Tenn.	JRI	See Bristol, Va.									
Jacksonville, Pa.	JST	AL 90	9-1144	3, 19	150	C		G		.50	1.25
Jay, Mo.	JLM	CA 130	Wayfair 3-7083	9	250	A	C	MKC	G	.40	.85
		CN 255	Wayfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ 515	Wayfair 3-1817	3	200	A	C	MKC		.40	.85
Jensen, Alaska	JHU	AS 80A-D									
		ES 350A									
		PA 565F	106	13	600						
		PN 520, 522	6-1455	4, 8, 16						1.00	1.00
Jessamine, Kan.	MKH	See Manhattan, Kan.									
Jessamine, Mich.	AZO	LC 400	Fireside 9-2669	3	200						
		NO 475	Fireside 5-6549	3	200						
Jessup, Mont.	PCA	NW	Skyline 6-3334	4	200	C	C	SPO		No Service Available	
Jessup, B. C.	LKA	CP 212	109	3	200	C	C	C			
Jessup, Mo.	MKC	BN 160, 161A, 162A, 8150	GR 1-4740	9, 1, 3, 5	2000	A	A	AC	G	.65	1.45
		CO 300	GRand 1-3705	9, 3, 10, 22	200	A	A	AC		.65	1.45
		CN 255	BAItimore 1-3955	3	200	A	A	AC		.65	1.45
		DL 312	GRand 1-7613	9, 3	300	A	A	AC		.65	1.45

(Continued on next page)



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Kansas City, Mo. ....	MKC	OZ 515	GRand 1-6515	3	200	A	A	AC		.65	1.45
Kerrville, Tex. ....	ERV	TW 815, 8705	GRand 1-4400	8, 7, 19, 2	3000	A	A	AC		.60	1.30
Ketchikan, Alaska ....	KTH	UA 830	GRand 1-1133	5, 10	250	A	A	AC		.60	1.30
Keene, N. H. ....	EEN	TC		3, 7, 12, 13, 22	200						
Ketchikan, Alaska ....	EEN	MO 460	1910	3	100	C	C	BOS		.50	1.00
Ketchikan, Alaska ....	EEN	NE 485	ELwood 2-1030	3	200	C	C	BOS		.50	1.00
Ketchikan, Alaska ....	EEN	PN	206	3	200					.75	1.00
Keweenaw, Wash. ....	PSC	See Pasco, Wash.								No Service Available	
Keweenaw, Wash. ....	PSC	TT 800	CL 7-4050	3	150	C		SAT		No Service Available	
Keweenaw, Wash. ....	PSC	PA 565F	3131	11	600			A		No Service Available	
Keweenaw, Wash. ....	PSC	PN 520, 522	3136	8, 16				A		No Service Available	
Key West, Fla. ....	EYW	NA 470A, C	CYpress 6-5510	9, 17	200	A	C	AC		No Service Available	
Kilgore, Tex. ....	GGG	TT 800		3	200					.60	1.00
King Salmon, Alaska ....	AKH	PN	4	3						No Service Available	
Kingman, Ariz. ....	IGM	BL 155	Airport 521	3		C	C	LAX		No Service Available	
Kingsport, Tenn. ....	TRI	PI	Circle 6-4107	3	See Bristol					No Service Available	
Kinston, N. C. ....	ISO	PI 640	JACKSON 3-5006	3	100	C	C	RDU		No Service Available	
Kittling, B. C. ....	LMT	CP 214	220	3, 9	200			C		No Service Available	
Klamath Falls, Ore. ....	LMT	UA 835	THedo 2-3552	9	150	A	C	OTH		.55	1.50
Klamath Falls, Ore. ....	LMT	WC 850A	TU 4-7332	3	200	A	C	OTH		.55	1.50
Knoxville, Tenn. ....	TYS	AA 105	7-6264	9, 5	500	C	C	CHA	G	.45	1.10
Knoxville, Tenn. ....	TYS	CA 244	7-5521	3, 22, 8	250	C	C	CHA		.45	1.10
Knoxville, Tenn. ....	TYS	DL 310, 310B, 314B, 8285	7-6661	9, 3	400	C	C	CHA		.45	1.10
Knoxville, Tenn. ....	TYS	PI 640	7-2571	3	100	C	C	CHA		.45	1.10
Kodiak, Alaska ....	MHB	PN 521, 521B	4131	3						.75	1.00
Kokomo, Ind. ....	OKK	LC 400	GLadstone 2-3202	3	200	C				No Service Available	
Kotzebue, Alaska ....	OTZ	AS 708, 71C		3	500					No Service Available	
Kotzebue, Alaska ....	OTZ	NE 485	2475	3	200	C		LWH		No Service Available	
Kotzebue, Alaska ....	OTZ	NO 475	4-5680	3	200	C				No Service Available	
Kotzebue, Alaska ....	OTZ	LC 400	3-2565	3	200	C				No Service Available	
Kotzebue, Alaska ....	OTZ	EA 327	CE-5-8536	19, 9	200	A		BTR	G	.55	1.10
Kotzebue, Alaska ....	OTZ	TT 800	CE 4-5252	3	150	A		BTR		.55	1.10
Kotzebue, Alaska ....	OTZ	WC 850A	31	3	150	C	C	GEG		No Service Available	
Kotzebue, Alaska ....	OTZ	CO (Service Suspended)	725	3	200	C	C	DEN		No Service Available	
Kotzebue, Alaska ....	OTZ	See Santa Ana, Calif.								No Service Available	
Kotzebue, Alaska ....	OTZ	EA 327	HE-6-3656	19, 9	200	A	A	C	G	.55	1.35
Kotzebue, Alaska ....	OTZ	TT 800	HE 3-8511	3	150	A	A	C		.55	1.35
Kotzebue, Alaska ....	OTZ	NA 470A, C	MUTual 5-0691	9, 17	200	C	C	TPA	G	.50	1.00
Kotzebue, Alaska ....	OTZ	EA 327, 324, 328, 334		19	200	C	C	MAL		No Service Available	
Kotzebue, Alaska ....	OTZ	CN 255	167	3	200			DEN		No Service Available	
Kotzebue, Alaska ....	OTZ	See Palmdale, Calif.								No Service Available	
Kotzebue, Alaska ....	OTZ	AL 90	Lowell 9-0461	3, 19	150	C			G	.55	1.10
Kotzebue, Alaska ....	OTZ	EA 325, 327, 332, 335	LO-9-0446	19	200					.55	1.10
Kotzebue, Alaska ....	OTZ	NO 475	3131	3	200	C					
Kotzebue, Alaska ....	OTZ	See Riverton, Wyo.									
Kotzebue, Alaska ....	OTZ	CA 240	IVanhoe 5-2744	3, 4, 22	250	A	A	YIP	G	.50	1.00
Kotzebue, Alaska ....	OTZ	NO 475	IVanhoe 4-7467	3	200					No Service Available	
Kotzebue, Alaska ....	OTZ	FL	FRanklin 5-5656	3	200	C	C	DEN		No Service Available	
Kotzebue, Alaska ....	OTZ	BN- (Service Suspended)							G		
Kotzebue, Alaska ....	OTZ	TT 800	3-3645	3	150	A	A	AC		.40	1.25
Kotzebue, Alaska ....	OTZ	BL	DUDley 2-8811	3	200	C	C	LAX	G	.75	1.45
Kotzebue, Alaska ....	OTZ	PC		19	200	C	C	LAX		.75	1.45
Kotzebue, Alaska ....	OTZ	TW	DUDley 2-7306	9, 7	250	C	C	LAX		.75	1.45
Kotzebue, Alaska ....	OTZ	UA	DUDley 2-0505	9, 6	400	C	C	LAX		.75	1.45
Kotzebue, Alaska ....	OTZ	WA 860, 862	DUDley 2-2100	9, 6	200	C	C	LAX		.60	1.20
Kotzebue, Alaska ....	OTZ	SO 730	3440	3	100	A	C	LWH		No Service Available	
Kotzebue, Alaska ....	OTZ	NE 485	MURdock 3-3141	3	200	A	A	DAL		No Service Available	
Kotzebue, Alaska ....	OTZ	CO 300	EL 3-4512	9, 3	200	C		DAL		No Service Available	
Kotzebue, Alaska ....	OTZ	CN 255	ELgin 3-8600	3	200	C				No Service Available	
Kotzebue, Alaska ....	OTZ	See White River Jct.									
Kotzebue, Alaska ....	OTZ	See Hickory, N.C.									
Kotzebue, Alaska ....	OTZ	TC 770	FAirfax 7-3971	3	200	C	C	C		.35	.75
Kotzebue, Alaska ....	OTZ	WA 860	FAirfax 7-3971	3	200	C	C	C		No Service Available	
Kotzebue, Alaska ....	OTZ	WC 850A	LEwiston 3-1545	3	150	A	C	GEG		No Service Available	
Kotzebue, Alaska ....	OTZ	NE 485	3-2031	3	200	C	C	PWM		.50	1.00
Kotzebue, Alaska ....	OTZ	WA 860	KEYstone 8-3715	9, 3	200	C	C	GTF		.35	1.50
Kotzebue, Alaska ....	OTZ	DL 310, 314B, 8285	4-5549	9, 3	250	C	C	CVG	G	.45	1.60
Kotzebue, Alaska ....	OTZ	EA 332, 336	4-5795	19	200	C	C	CVG		.45	1.60
Kotzebue, Alaska ....	OTZ	PI	51920	3	100	C	C	CVG	G	.45	1.60
Kotzebue, Alaska ....	OTZ	CN 255	MAin 4-5671	3	200		A			No Service Available	
Kotzebue, Alaska ....	OTZ	LC 400	Capital 5-0075	3	200						
Kotzebue, Alaska ....	OTZ	BN FL	2-5160, 2-5391	3	200	A	C	OMA		.50	1.10
Kotzebue, Alaska ....	OTZ	UA	Lincoln 5-4371	9	300	A	C	OMA		.50	1.10
Kotzebue, Alaska ....	OTZ	AA 105, 112, 122	FRanklin 4-9333	9, 5	250	A	A	MEM	G	.45	1.10
Kotzebue, Alaska ....	OTZ	BN 161, 161A	FR-2-0207	9, 3	200	A	A	MEM		.45	1.10
Kotzebue, Alaska ....	OTZ	CN 255	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
Kotzebue, Alaska ....	OTZ	DL 312	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
Kotzebue, Alaska ....	OTZ	TT 800	FR 4-6312	3	150	C	C	MEM		.45	1.10
Kotzebue, Alaska ....	OTZ	AL	2311	3	150	C				No Service Available	
Kotzebue, Alaska ....	OTZ	WA 860	386	9	200	C	A	GTF		No Service Available	
Kotzebue, Alaska ....	OTZ	See Kokomo, Ind.									
Kotzebue, Alaska ....	OTZ	PI 640	VO 4-2250	3	100			SDF		.35	.75
Kotzebue, Alaska ....	OTZ	TC	2-3491	22	200	C	C	C		.50	1.00
Kotzebue, Alaska ....	OTZ	LX 430		20	200	C	A	LAX		.60	1.40
Kotzebue, Alaska ....	OTZ	UA 830, 835	GAirfield 4-8502	9	200	A	A	LAX		.60	1.40
Kotzebue, Alaska ....	OTZ	WA 860	GAirfield 4-8571	6	200	A	A	LAX		.60	1.40
Kotzebue, Alaska ....	OTZ	See Asbury Park, N. J.									
Kotzebue, Alaska ....	OTZ	TT 800	MI 3-2441	3	150	A	C	DAL		.50	1.35
Kotzebue, Alaska ....	OTZ		MADison 6-0201	5, 15, 10	10000	A	A	C	G	.45	1.40
Kotzebue, Alaska ....	OTZ	BL	SPring 6-2040	3	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	CO	ORegon 8-3943	10, 22	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	SK	ORegon 4-4300	10	1000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	LX		20	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	PA	MA 6-8484	11, 14, 4, 5, 6, 10	1000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	PC	SPring 6-0440	3, 19	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	SAS		5, 6, 10, 9	1320					.65	1.40
Kotzebue, Alaska ....	OTZ	TW	MIchigan 9441	8, 7, 2	3000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	UA	ORegon 8-2511	9, 5, 6, 10, 15	6000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	WA	SPring 6-2345	9, 6	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	AA									
Kotzebue, Alaska ....	OTZ	105B, 110, 112, 113, 113A, B, 120	MADison 0201	5, 15, 10	6000	A	A	C	G	.65	1.40
Kotzebue, Alaska ....	OTZ	FTL 375, 8330	STanley 7-3411	1, 15, 23	10000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	LX 430		20	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	PC 516	ORegon 8-1206	3, 19	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	UA 828, 830, 835, 8795	STanley 7-3780	9, 5, 15	6000	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ	WA 860, 862	ORegon 8-2531	9, 6	200	A	A	C		.65	1.40
Kotzebue, Alaska ....	OTZ										
Kotzebue, Alaska ....	OTZ	AA	EMerson 8-1666	9, 5	500	A	A	C	G	.60	1.50
Kotzebue, Alaska ....	OTZ	AX-(Service Suspended)									
Kotzebue, Alaska ....	OTZ	DL		5, 9	300	A	A	C		.60	1.50
Kotzebue, Alaska ....	OTZ	EA	EM-8-1648	4, 8, 7, 19	200	A	A	C		.60	1.50
Kotzebue, Alaska ....	OTZ	OZ	EMerson 8-9955	3	200	A	A	C		.60	1.50
Kotzebue, Alaska ....	OTZ	PI	EMerson 8-3312	3	100	A	A	C	G	.60	1.50
Kotzebue, Alaska ....	OTZ	RD-(Service Suspended)									
Kotzebue, Alaska ....	OTZ	TW	JUniper 3-3327	8, 19	400	A	A	C		.60	1.50



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Max- imum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Lafayette, Wyo.	POY	See Powell, Wyo.	PO 5-7428	9, 3	200	A	A	DAL		.80	1.35
Lubbock, Tex.	LBB	BN 161, 161A CO 300	PO-3-4646	9, 3	200	A	A	DAL		.80	1.35
Lufkin, Tex.	LFK	TT 800	3-4521	3	150	C		BUJ		No Service Available	
Lusk, Wyo.	LSK	FL	208	3	200			DEN		No Service Available	
Lynchburg, Va.	LYH	PI 640	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
Macon, Ga.	MCN	DL 309, 310, 314B, C EA 320, 325, 330	3-6731 2-8701	9, 3 19	250 200	C C	C C	ATL	G	.50	1.35
Madison, Wisc.	MSN	NO 475 @ NW	CHerry 4-6201 CHerry 9-4816	3 6, 4, 15A	100 500	A A	A A	ATL MKE		.50	1.35
Magalia, Ark.	AGO	TT 800	711	3	150	C	C	DAL		No Service Available	
Malone, N. Y.	MAL	EA 325, 327, 335	1680							No Service Available	
Manchester, N. H.	MHT	NE 485	National 3-7201	3	200	C	C	BOS		No Service Available	
Menden, N. D.	BIS	See Bismark, N. D.								No Service Available	
Meriden, Conn.	MHC	CO 300	Prospect 8-2152	3	200	C	C	MKC		No Service Available	
Merrill, Wisc.	MTW	NO 475	Murray 4-5657	3	200					No Service Available	
Metairie, La.	MKT	WA 860	3708	3	200	C		MSP		No Service Available	
Mexfield, Ohio	MFD	LC 400	Lafayette 4-7411	3	200					No Service Available	
Miami, Fla.	MFI	TT 800	235	3	150	C		ELP		No Service Available	
Marietta, Ohio	MAI	NA 470B, C	Hudson 2-2726	17	100	C	C	PFN	G	.50	1.00
Marietta, Wisc.	PKB	See Parkersburg, W. Va.	DRake 5-6350	3						No Service Available	
Marietta, Wisc.	MMN	See Menominee, Wisc.								No Service Available	
Marietta, Ill.	OZ 515	714	714	3	200	C				No Service Available	
Marietta, Ind.	LC 400	North 4-1221		3	200	C				No Service Available	
Marietta, Ohio	LC 400	2-2575		3	200					No Service Available	
Marietta, Mich.	NO 475	CAnal 6-7595		3	200		A			No Service Available	
Marshall, Tex.	ASL	TT 800	4-4336	3	150	C		DAL		No Service Available	
Martha's Vineyard, Mass.	NE 485	Vineyard Haven 1400		3	200	C	C	EWB		No Service Available	
Marysville, Calif.	MYV	PC	Sherwood 3-5487	3	200	C	C	SFO		No Service Available	
Mason City, Iowa	MCW	BN 160, 161A OZ	GA 3-1123 1095	3, 9 3	200 200	A A	C C	MSP		.55	1.50
Mason, N. Y.	MSS	EA 325, 327, 332, 335	Rockwall 9-3564	19	200	C	C	A		No Service Available	
Matteson, P.Q.	GBA			3	400					No Service Available	
Matteson, Ill.	MTD	OZ 515	Adams 4-7100	3	200	C				No Service Available	
Mays, Y. T.	YMA	CP 215	CPA	3	200		C			No Service Available	
McAlester, Okla.	MLC	CH 255	Garden 3-4758	3	200	C	C	DAL		No Service Available	
McAllen, Tex.	MAK	TT 800	MU 6-3707	3	150			BRO		No Service Available	
McCall, Ida.	MYL	WC (Service Suspended)		3, 4						.35	.50
McGrath, Alaska	MCG	PC 708, 718	SP 2-6161	3, 19	200	C	C	OTH		.55	1.60
Medford, Ore.	MFR	UA 835	Medford 3-3643	3	300	C	C	OTH		.55	1.60
Medicine Hat, Alta.	YXH	WC 850A	2-7269	3	150	C	C	OTH		.55	1.60
Medford, N.J.	MLB	TC 700	Jackson 6-2605	3	200	C	C	C		.70	.75
Memphis, Tenn.	MEM	EA 320, 325, 330	765	19	200	A	A	PBI		No Service Available	
		AA 105, 112, 122, 8135	Whitehall 8-3374	9, 5, 15	8000	A	A	C	G	.55	1.35
		BN 158, 160, 161, 161A	WH-6-8395	9, 3	200	A	A	C		.55	1.35
		CA 244	Whitehall 8-0393	22	250	A	A	C		.55	1.35
		DL 312, 314B, 8285	WH-8-2606	9, 3, 5, 19, 1-A, 32	6000	A	A	C		.55	1.35
		EA 327, 330	WH-2-2489	8, 19	200	A	A	C		.55	1.35
		SO 730	WH-8-1440	3	200	A	A	C		.55	1.35
		TT 800	WH-6-2535	3	150	A	A	C		.55	1.35
Menominee, Mich.	MMN	NO 475	Union 3-6477	3	200					No Service Available	
Merced, Calif.	MCE	UA 835	Randolph 2-8011	9	200	C	C	SFO	G	.35	.75
Meriden, Conn.	MEI	DL 309	2-3141	9, 3	300	A	C	BHM		.35	.75
Mexico City, D. F.	MEX	AA 122, 8135	22-12-22	5, 15, 10	600			A		No Service Available	
		PA 590	46-46-60	14, 4, 5, 6, 10	1000			A		No Service Available	
		WA 860	46-90-40	6	200			A		No Service Available	
Miami, Fla.	MIA	Ariana		14, 2	660					No Service Available	
		BN 161A, 162, 162A	NE-4-1951	5, 10	500	A	A	AC	G	.80	1.60
		BA 171E, 172A	Newton 4-4573	22	700	A	A	AC		.80	1.60
		CA		22	200					No Service Available	
		CU 306, 306A, B, 8240	FR-9-2851	1, 3, 8	5000	A	A	AC		.80	1.60
		DL 309C, 310, 310A, 314A, 8285	NE-5-2661	5, 10, 1-A	6000	A	A	AC		.80	1.60
		EA 319C, D, 320, 325, 330, 333	NE-4-3570	19, 7, 8, 16, 10, 19	500	A	A	AC		.80	1.60
		Guest		8	200					No Service Available	
		KL 394A	FRanklin 3-8455	4	400	A	A	AC		.80	1.60
		NA 470A, B, C	Newton 4-0696	9, 5, 6, 10, 17	400	A	A	AC		.80	1.60
		NE 485	Newton 3-2431	6	200	A	A	AC		.80	1.60
		NW		6, 10, 11	500					No Service Available	
		PA 573, 575, 580, 590, 591A, C, 605	NE 3-2491	4, 2, 6, 7, 10	10000	A	A	AC		.80	1.60
		8505, 8510, 8555	Tuxedo 7-3501	1, 15	10000	A	A	AC		.80	1.60
		RD 670, 8570	88-4743		10000	A	A	AC		.80	1.60
		RN 659, 8645			10000	A	A	AC		.80	1.60
		VE 140C, 8030			10000	A	A	AC		.80	1.60
Midland, Tex.	MAF	AA 105, 110, 112	MUTual 4-8281	9, 5	250	C	C	ELP		.40	1.25
		CO 300	MUTual 2-4355	9, 3	200	C	C	ELP		.40	1.25
Miles City, Mont.	MLS	FL	CEder 2-1401	3	200	C	A	GTF		No Service Available	
Minneapolis, Wisc.	MKE	AA 110, 122	Sheridan 4-9855	9	250	A	A	C	G	.50	1.50
					(50K via MDW)					No Service Available	
		CA 240	Sheridan 4-3327	3, 22	250	A	A	C		.50	1.50
		FT 375	Humboldt 3-5600	1	10000	A	A	C		.50	1.50
		NO 475 @	Humboldt 1-0500	3	200	A	A	C		No Service Available	
		NW	Humboldt 3-0441	11, 6, 4, 15A	2000	A	A	C		.50	1.50
		OZ 515	Humboldt 3-3210	3	200	A	A	C		.50	1.50
		UA 830	Humboldt 1-3800	9, 5	300	A	A	C		.50	1.50
			Humboldt 1-3809							No Service Available	
Minneapolis, Minn.	MSP	BN 160, 161A, 162A	PA-4-8748	9, 3, 5	500	A	A	C	G	.55	1.30
		CA 240	Parkway 1-1831	22	150	A	A	C		.55	1.30
		FT 375, 8330	Parkway 9-8321	1	6000	A	A	C		.55	1.30
		NO 475 @	Parkway 2-6691	3	200	A	A	C		No Service Available	
		NW	Parkway 1-3567, Ext.							No Service Available	
		OZ 515	204	11, 4, 6, 10, 15A	2000	A	A	C		.55	1.30
		WA 860, 862	Parkway 1-4456	3	200	A	A	C		.55	1.30
			Parkway 1-3383	9, 3, 6	200	A	A	C		.55	1.30
Mont. H. D.	MOT	BN 161A	2, 8212	3	200	A	A	C		No Service Available	
Monroe, Tex.	MHK	See McAllen, Tex.								No Service Available	
Monrovia, Mont.	MSO	NW	2-2471	4	200	C	A	GTF		No Service Available	
Monrovia, Ala.	MHE	BN 160, 161A	WYman 6-8283	22	200	C	C	OMA		No Service Available	
		CA 244	Greenwood 9-6276	3	200	A	A	C	G	.55	1.60
		EA 327	GR-9-1401	7, 8, 19, 9	200	A	A	C		.55	1.60
		NA 470B, C	GR-6-4401	9, 17	400	A	A	C		.55	1.60
		SO 730	GR-7-3637	3	100	A	A	C		.55	1.60
Modesto, Calif.	MOD	UA 835	Lambert 3-3211	9	200	A	A	SFO		No Service Available	
Modesto, Ill.	MLI	BN 160	4-7481	3	200	A	C	PIA	G	.55	1.25
		OZ 515	2-7591	3	200	A	C	PIA		.55	1.25
		UA 830	Moline 2-7701	9	300	A	C	PIA		.55	1.25
		TC 770	EV-4-9151	13, 22	200	C	C	C		.50	1.00
Monrovia, N. B.	YQM	MAR 8465, 440A, E								No Service Available	
Monrovia Beach, N. J.	BLM	See Asbury Park, N. J.								No Service Available	
Monrovia, La.	MLU	DL 309	FA-3-5116	9, 3	300	C	C	MSY		.40	.85
		SO	FA-5-4601	3	200	C	C			.60	1.20
Monte Teli, P.Q.	QBA			3	400					No Service Available	

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Monte Vista, Colo.	ALS	FL	ULster 2-2341	3	200	C	C	DEN		No Service Available	
Monterey, Cal.	MRY	PC 516	FRontier 2-7571	3, 19	200	A	C	SFO	G	.55	1.10
Montgomery, Ala.	MGA	UA 839	FRontier 5-3157	9	300	A	C	SFO			
Montpelier, Vt.	MPY	DL 309	AM-4-7313	9, 3	200	A	A	MSY	G	.40	.85
Montreal, Que.	YUL	EA 325, 327, 330	CH-7-7361	19, 7, 8	200	A	A	MSY		.40	.85
		NE 489	Capitol 3-2395	3	200	C	C	BTY		No Service Available	
		AF 60, 60E, 61, 61A, D, 62B	UN-6-8344	7	200	A	C	AC		.35	.75
		EA 319B, 319C, 325, 327, 332, 335	Melrose 1-3870	8, 10, 16, 19	200	C	C	A		No Service Available	
		NE	Melrose 1-8591	22	200	C	C	A		No Service Available	
		SN 680									
		TC	Hunter 9-5781	12, 13, 7, 22	500	A	C	A		.45	1.00
Montrose, Colo.	MTJ	FL 377	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
Moose Jaw, Sask.	YJN	CP		1, 3, 6, 9	200						
Morhead City, N. C.	MRH	PI 640	Beaufort 2-7341	3	100	C	C	C		.35	.75
Moroni, Ariz.	CFT	See Clifton Ariz.									
Morganton, N. C.		See Hickory, N. C.									
Morgantown, W. Va.	MGW	CA 244	2-3301	3	150	C	C	PIT	G	.55	1.25
Moscow, Ida.	PUW	See Pullman Wash.									
Moses Lake, Wash.	EPH	See Ephrata Wash.									
Moultrie, Ga.	MGR	SO 730	YU-5-4046	3	100	C				.75	1.50
Muncie, Ind.	MIE	LC 8	Atlas 8-3629	3	200	C					
Muskegon, Mich.	MKG	CA 240	3-1870	3, 4	250	A	A	C	G	.50	1.25
Muskegon, Ohio	MKO	CN 259	MURray 7-5494	3	250	C	C	MKC		No Service Available	
Muskoka, Can.	TC			3, 7, 12, 13, 22	200						
Myrtle Beach, S. C.	MYR	PI	Hillcrest 8-6559	3	100	C		CHS		.45	.85
Nashua, N. H.	ACK	NE	1140	3	200	C	C	EWB		No Service Available	
Nashville, Tenn.	BNA	AA	CHapel 2-6336	9, 5, 15	4500	A	A	C	G	.40	.90
		EA	AL-5-5323	5, 9	500	A	A	C		.40	.90
		OZ	AL-5-7412	9, 8, 19, 10	200	A	A	C		.40	.90
			Chapel 2-4363	3	200	A	A	C		.40	.90
Natchez, Miss.	HEZ	SO 730	963	3	100	C				No Service Available	
New Bedford, Mass.	EWB	NE 489	WYman 9-6441	3	200	A	C	C		No Service Available	
New Bern, N. C.	EWB	NA 470A, B	MErose 7-5151	9	200	C	C	IMN		.55	1.10
		PI 640	ME 7-3972	3	100	A	C	IMN		.55	1.10
New Brunswick, N. J.	NBR	NY 472A (Service Suspended)									
New Haven, Conn.	NVN	AA 124	HOBart 7-1667	9		A	A	C	G	.55	1.25
		EA 324, 325, 327	HO-7-6311	19	200	A	A	C		.55	1.25
New Iberia, La.	LFT	See Lafayette La.									
New London, Conn.	GON	NE 489	Hilltop 5-9357	3	200	C		C		.50	1.25
New Orleans, La.	MSY	AX 6, 8015	Kenner 21-71-1466	1	6000	A	A	C		.50	1.25
		BN 160, 161	LA-4-3411	9, 3	200	C	A	AC		.50	1.25
		CA 244	Kenner 4-3500	22, 8	200	C	A	AC		.50	1.25
		DL 309, 309A, 309B, 310B, 312, 314A, 315A, 8285	Kenner 4-3658	9, 1-A, 3, 5, 10	6000	C	A	AC		.50	1.25
		EA 319E, 320, 327	4-3601	7, 8, 16, 10, 19	500	C	A	AC		.50	1.25
		NA 470B, C	Kenner 4-3616	9, 5, 6, 17	400	C	A	AC		.50	1.25
		PA 590, 8510	JACKson, 2-6391	2, 6	2500	C	A	AC		.50	1.25
		SO 730	Kenner 7-0158	3	200	C	A	AC		.50	1.25
		TA 760, 8750	Canal 8374	4	4500	C	A	AC		.50	1.25
		LC	4-2729	3	200						
New Philadelphia, Ohio	PHD										
New York, N. Y., or Newark, N. J. (La Guardia)	LGA	AA	Havermyer 4-7600	9, 5, 15	10000	A	A	AC	G	.80	1.80
		AZ		9, 22, 5, 6, 10	440						
		CA	Mitchell 2-3002	22, 8	200	A	A	AC		.80	1.80
		CUBana		3, 22, 7	200						
		EA	NE-9-8200	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.80	1.80
		NE	ILInois 7-3000	9, 3, 6, 22	200	A	A	AC		.80	1.80
		NY B	Defender 5-6600, Ext 16	20, 21	200	A	A	AC		.80	1.80
		SAB		14, 9, 5, 15, 10	440						
		TW	Oxford 5-4525	8, 7, 19, 2	3000	A	A	AC		.80	1.80
		UA	ILInois 8-4900	5, 6, 10	6000	A	A	AC		.80	1.80
(Idlewild)	IDL	AA	Havermyer 4-7600	9, 5, 10	6000	A	A	AC	G	.80	1.80
		AET		7	550						
		AF	Olympia 6-5800	7	200	A	A	AC		.80	1.80
		AX 6, A VIA NCA	OLympia 6-5945	1	6000	A	A	AC		.80	1.80
		BA	OLympia 6-5600	11, 8	11100	A	A	AC			
		BN	OLympia 6-5243	9, 10	500	A	A	AC		.80	1.80
		CA	Havermyer 9-5340	22, 8	200	A	A	AC		.80	1.80
		DL	OLympic 6-5822	8, 10	200	A	A	AC		.80	1.80
		EA	OL-6-5100	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.80	1.80
		LH	OL-6-5560	7		A	A	AC			
		LY	OLympia 6-5240	8	650	A	A	AC			
		KL	Whitehall 4-3480	2, 4, 5, 15, 6, 8, 7	6000	A	A	AC			
		NA B	Oxford 7-8181	9, 5, 6, 10	400	A	A	AC		.80	1.80
		NE	OL-6-5398	9, 3, 6, 22	200	A	A	AC		.80	1.80
		NW	MURrayhill 7-4680	11, 6, 10, 15A	2000	A	A	AC		.80	1.80
		NY	Defender 5-6600	20, 21	200	A	A	AC		.80	1.80
		PA	ST-6-7341	11, 2, 15, 6, 7, 10	10000	A	A	AC			
		RD	Olympia 6-5748	1, 2, 15	10000	A	A	AC		.80	1.80
		SH	Judson 6-1050	5, 6, 13	400	A	A	AC			
		SK	OLympia 7-8000	5, 6, 10	1000	A	A	AC			
		SR	PLaza 7-4433	2, 6	6000	A	A	AC			
		TC	Judson 6-3210	27	200	A	A	AC		.80	1.80
		TRC	OLympia 6-5997	4, 6, 2	1102	A	A	AC		.80	1.80
		TW	Oxford 5-4525	8, 7, 2, 23	3000	A	A	AC		.80	1.80
		UA 830, 8795	OLympia 6-5777	5, 15, 10	6000	A	A	AC		.80	1.80
		AA	Market 3-4062	9, 5, 15, 10	6000	A	A	AC	G	.77	1.75
(Newark)	EWB										
		AL	Market 2-2442	3, 19	150	A	A	AC		.77	1.75
		AX	Mitchell 2-4605	5, 10	500	A	A	AC		.77	1.75
		BN	Market 3-2041	22, 8	200	A	A	AC		.77	1.75
		CA	Mitchell 2-3002	1-A, 10	6000	A	A	AC		.77	1.75
		DL	MA-3-3543	6, 4, 7, 8, 16, 10, 19	500	A	A	AC		.77	1.75
		EA	MI-3-6073	1, 15, 23	10000	A	A	AC		.77	1.75
		FTL	Market 4-3700	9, 3	200	A	A	AC		.77	1.75
		MO	Mitchell 2-0335	9, 5, 6, 10	400	A	A	AC		.77	1.75
		NA	Market 4-1953	20, 21	200	A	A	AC		.77	1.75
		NY	Mitchell 2-8681	8, 7, 19	400	A	A	AC		.77	1.75
		TW	Market 3-5640	9, 5, 15, 10, 6	6000	A	A	AC		.77	1.75
		UA									
Newport, Vt.	EPK	NE Seasonal	1099	3	250	C		C		Seasonal, Terminates 9/14/58	
Newport News, Va.	PHF	CA 240, 242, 244	Warwick 8-1141	3, 4	150	C	C	C	G	.55	1.35
		NA 370A, B	Lee Hall 5181	9	200	C	C	C		.55	1.35
		PI	Lyric 6-2621	3	100	C	C	C	G	.55	1.35



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Niagara Falls, N. Y.	IAG	AA CA MO AL	.....	Served Through Buffalo N. Y. Served Through Buffalo N. Y. Served Through Buffalo N. Y. Served Through Buffalo, N. Y.	.....	.....	.....	.....	.....	.55	1.45
Nome, Alaska	OME	PA ASA 708, 70D, 71C	Main 199	3, 4 4, 5, 10, 15, 20 1, 3, 6, 9	1000 4000 200	.....	.....	.....	.....	.55	1.45
Norman Wells, N.W.T.	YVQ	CF	.....	.....	.....	.....	.....	OHA	.....	No Service Available	.....
Norfolk, Neb.	OFK	FL	455	.....	200	.....	.....	.....	.....	.55	1.25
Norfolk, Va.	ORF	CA 240, 242, 244, 244A NA 470A, B PI RD 670, 6570	Lowell 3-3101 Ullysses 3-4378 UL 5-4761 Lowell 5-4978	3, 4, 22, 8 9 3 1	250 400 300 6000	A A A A	C C C C	C C C C	G G G G	.55 .55 .55 .55	1.25 1.25 1.25 1.25
North Battleford, Sask.	YQW	LF	.....	.....	200	.....	.....	.....	.....	.....	.....
North Bay, Ont.	YVB	TC	358	.....	200	C	C	C	.....	.50	1.00
North Bend, Ore.	OTH	WC 850A	Skyline 9-1121	.....	150	A	A	C	.....	No Service Available	.....
North Cape Alaska	OHC	AS 708	.....	.....	500	.....	.....	.....	.....	No Service Available	.....
North Hollywood, Cal.	.....	LX 430	.....	.....	200	.....	.....	.....	.....	.....	.....
North Platte, Neb.	LBF	UA 830	N. Platte 3600	.....	200	C	.....	LAX DEN	.....	No Service Available No Service Available	.....
Norwalk	NY	NY	.....	.....	200	.....	.....	.....	.....	.....	.....
Nyas, N. Y.	PIR	See Pearl River N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oak Bluffs, Mass.	MYV	See Martha's Vineyard	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oakland, Cal.	OAK	AA 103, 103A, 104C, 105, 105B, 110, 112, 113, 113A, 120 FT 375 PA (See San Francisco) PC 516 TW 815 UA 830, 835, 875 WA 860, 862	Highgate 4-6056 Lockhaven 2-1871 GL-1-5888 Lockhaven 8-3422 Highgate 4-6730 Lockhaven 3134 Lockhaven 8-3012	5, 10 1, 2, 15 3, 19 8 9, 5, 6 6	6000 10000 200 250 6000 200	A A A A A A	A A A A A A	C C C C C C	..... ..... ..... ..... ..... .....	.65 .65 .65 .65 .65 .65	1.45 1.45 1.45 1.45 1.45 1.45
Ocala, Fla.	OCF	EA 320, 325, 330, 333	MA-2-3207	19	200	A	C	TPA	G	.35	.75
Odessa, Tex.	MAF	AA 105, 110, 112 CO 300	FE-7-3561 FEderal 7-2371	9, 5 9, 3	250 200	C C	C C	ELP ELP	.....	.40 .40	1.25 1.25
Ogden, Utah	OGD	UA 830 WA 860 MO 460	Ogden 3-8441 Export 3-7788 1228	9 9 3	200 200 200	C A C	A A C	DEN DEN C	G ..... .....	.40 .40 No Service Available	1.10 1.10 .....
Ogdensburg, N. Y.	.....	See Franklin Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil City, Pa.	FKL	AA	MEtrose 2-6378 MU 5-5113 MUtuel 5-7791 CM 255 TW 815	9, 5, 10 9, 5, 3, 1 9, 3, 22 3 8	600 500 200 200 250	A A A A A	A A A A A	DAL DAL DAL DAL DAL	G ..... ..... ..... .....	.60 .60 .60 .60 .60	1.20 1.20 1.20 1.20 1.20
Oklahoma City, Okla.	OKC	CO CM 255 TW 815	MEtrose 2-6378 MU 5-5113 MUtuel 5-7791 CM 255 TW 815	9, 5, 10 9, 5, 3, 1 9, 3, 22 3 8	600 500 200 200 250	A A A A A	A A A A A	DAL DAL DAL DAL DAL	G ..... ..... ..... .....	.60 .60 .60 .60 .60	1.20 1.20 1.20 1.20 1.20
Olympia, Wash.	OLM	WC 850A	Fleetwood 6-6445	9, 3	150	C	A	C	.....	No Service Available	.....
Omaha, Neb.	OMA	BN FL UA	WE 0682 Webster 8900 Webster 2429	3 3 9, 5, 6, 10	500 200 400	A A A	A A A	C C C	G ..... .....	.55 No Service Available No Service Available	1.25 ..... 1.25
Ontario, Ore.	ONO	WC	Ont. 400	3	150	C	C	GEG	.....	No Service Available	.....
Ontario, Calif.	ONT	BL 155	Yukon 6-6724	3	200	C	C	LAX LAX LAX	..... ..... .....	No Service Available No Service Available No Service Available	..... ..... .....
Orange, Calif.	.....	WA	.....	6, 9	150	C	.....	.....	.....	.....	.....
Orange, Mass.	ORE	LX 430	.....	20	200	.....	.....	.....	.....	.....	.....
Orange, Fla.	ORL	See Greenfield Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oshkosh, Wis.	OSH	EA 320, 325, 330, 333 NA 470A, C RD 670, 8570 NO 475	4-4524 Garden 2-0709 Garden 2-6996 Stanley 238	9, 19, 7, 8 9, 6, 17 1 3	200 200 6000 200	A A A .....	A A A .....	TPA TPA TPA .....	G ..... ..... .....	.55 .55 .55 .....	1.10 1.10 1.10 .....
Ostonsing, N. Y.	.....	NY	.....	20	200	.....	.....	LGA	.....	.....	.....
Ottawa, Ont.	YOW	EA 325, 327, 332, 335 TC	CE-5-7281 Central 2-9611	22 22	200 200	C C	C C	A C	..... .....	.35 .50	.75 1.00
Ottawa, Iowa	OTM	BN (Service Suspended) OZ 515	Murray 2-1660 MU-3-1585	3 19	200 200	A C	A C	PIA SDF	..... .....	.50 No Service Available No Service Available	1.00 ..... .....
Owensboro, Ky.	OWB	EA 330, 332 OZ 515	Murray 4-2976 Hunter 3-4614	3 3	200 200	C C	C C	SDF LAX	..... .....	No Service Available No Service Available	..... .....
Orland, Calif.	ORL	PC DL 312 OZ 515	3-6238	9, 3 3	200 200	C A	C C	EVV EVV	..... .....	.55 .55	1.85 1.85
Oshkosh, Wis.	OSH	RD 670	.....	1	6000	.....	.....	.....	.....	No Service Available	.....
Ostonsing, N. Y.	.....	PC	Windsor 7-219	19	200	.....	.....	LAX	.....	No Service Available	.....
Ottawa, Ont.	YOW	WA 860 BL 155 NA 470B, C	2709 Fairview 5-5053 Poplar 3-9087 SU-5-6166	6, 9 3 9, 17 3	200 200 200 200	C C A C	C C C C	SAN SAN SAN G	..... ..... ..... .....	No Service Available No Service Available No Service Available No Service Available	..... ..... ..... .....
Ottawa, Iowa	OTM	SO 730 CN 255 AA 120	SUNset 4-8535 Hudson 5-5542 Hudson 5-4541	3 9 3, 19	200 250 150	C C C	A C C	PIT PIT PIT	..... ..... .....	.60 .60 .60	1.60 1.60 1.60
Ottawa, Ky.	PUK	PI 640	Garfield 8-6787 Liberty 7-5547 1700	3 3 20	150 200 200	C C A	C C C	GEG LAX LGA PVD	..... ..... ..... .....	.50 No Service Available No Service Available No Service Available	1.50 ..... ..... .....
Ottawa, Fla.	PFH	PC 516	Poplar 2-6230	3	200	C	C	.....	.....	.....	.....
Ottawa, N. J.	PHJ	NY	2437	3	200	.....	.....	.....	.....	.....	.....
Ottawa, R. I.	SFZ	ME	HI 5-2738	3	150	C	A	ELP	.....	No Service Available	.....
Ottawa, Ida.	YPE	See Ontario, Ore.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa, N. Y.	PIR	CP 216	Penfieldon 5100	9, 5, 6	400	C	A	GEG	.....	.45	.95
Ottawa, Tex.	PEQ	NY (Service Suspended) TT 800	Pend. 107 HE-3-3101 HEMlock 2-5152	3 19 9, 17	150 200 400	C C C	A A A	GEG C C	..... ..... .....	.45 .50 .50	.95 ..... .....
Ottawa, Ore.	PDT	WC 850A	2947	9	200	C	C	C	.....	.25	.60
Ottawa, Fla.	PHS	EA 327 NA 470B, C CP 210, 205D	7-3555 7-3548 7-4449	9 9 10	250 200 400	C C C	A A A	C C C	..... ..... .....	.40 .50 .40	.85 1.45 .85
Ottawa, B. C.	TYF	AA 110 OZ	.....	6, 10	600	A	A	C	.....	.60	1.55
Ottawa, Ill.	PIA	TW 815	.....	1	6000	A	A	C	.....	.60	1.55
Ottawa, Ind.	.....	See Kokomo, Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa, Pa.	PHL	AA 105, 115, 120, 122, 126 AL 90 AX 6, 8015 CA 240, 242, 244, 244A DL 309, 309A, C, 8285 EA 324, 325, 327, 332, 335, 8315 FT 375 NA 470A, B NE PA 550, 560, 573 RD 670	Saratoga 7-7977 Saratoga 7-7975 Saratoga 7-6009 Saratoga 7-9912 SA-9-2115 Saratoga 6-7100 Saratoga 6-2235 Saratoga 4-0310 LOcust 8-1360 Saratoga 6-9133	9, 5, 15, 10 3, 19 3, 4, 22 9, 10, 1-A 9, 10, 7, 19 1 9, 10 6, 22 6, 10 1	6000 150 250 6000 200 10000 400 200 600 6000	A A A A A A A A A A	A A A A A A A A A A	C C C C C C C C C C	G ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	.60 .60 .60 .60 .60 .60 .60 .60 .60 .60	1.55 1.25 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55
Ottawa, N. Y.	PIR	WA 860	LOcust 8-3230	8, 7, 19, 2	3000	A	A	C	.....	.60	1.55
Ottawa, N. J.	PHJ	TT 800	LOcust 8-2830	9, 5, 15, 6, 10	6000	A	A	C	.....	.60	1.55
Ottawa, R. I.	SFZ	PI 640	Dickens 2-1670	3, 19	150	C	C	PHL DUG	..... .....	.75 .55	1.70 1.10
Ottawa, Ida.	YPE	AA 105, 110, 112, 112A, 113, 113A, B BL 155 FL 377 TW 815 WA 860	Alpine 8-8446 Bridge 5-1441 Bridge 5-5487 Bridge 5-6271	5, 10 3 8, 7 6	600 200 250 200	C C C C	C C C C	DUG DUG DUG DUG	..... ..... ..... .....	.55 .55 .60 .55	1.10 1.10 1.25 1.10
Ottawa, N. Y.	PIR	WA 860	2448	3, 9	200	C	C	OMA MEM ROU	..... ..... .....	.35 No Service Available 1.00	.75 ..... 1.00
Ottawa, N. J.	PHJ	TT 800	JE 4-8512	3	150	C	.....	.....	.....	No Service Available	.....
Ottawa, R. I.	SFZ	PI 640	Sou. Pines 2-8941	3	100	C	C	.....	.....	1.00	1.00
Ottawa, Ken.	PTS	OZ 515	3600	3	200	C	.....	.....	.....	No Service Available	.....



U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Pittsburgh, Pa.	PIT	AA 112, 122	SPaulding 1-255	9	250	A	A	C	G	.55	1.55
		AL	SPaulding 1-3512	3, 19	150	A	A	C		.55	1.55
		CA	SPaulding 1-1600	3, 4, 8, 22	250	A	A	C		.55	1.55
		EA	SPaulding 1-3300	9, 7, 19	200	A	A	C		.55	1.55
		LC	SPaulding 1-4938	6, 11	200	A	A	C		.55	1.55
		NW	SPaulding 1-1000	8, 7, 19, 2	300	A	A	C		.55	1.55
		TW	Express 1-3240	10	400	A	A	C		.55	1.55
		UA	SPaulding 1-3112	3	100	C	C	C		.55	1.30
Pittsfield, Mass.	PSF	MO 460	2-8635	19	200	C	C	C		.55	1.30
		NE 485	9857	19	200	C	C	C		.55	1.30
Plattsburg, N. Y.	PLB	EA 325, 327, 332, 335	1983	19	200	C	C	C		No Service Available	
Pocatello, Ida.	PIH	WA 860	2206	9	200	C	C	C	G	.55	1.15
		VC	Poca. 1504	3	150	C	C	C		.55	1.15
Pomona, Cal. @	JPO	LX 430	20	200							
Ponca City, Okla.	PNC	CN 255	ROgers 2-1611	3	200	C	A	C		No Service Available	
Port Angeles, Wash.	CLM	WC 850A	P.A. 3101	3	150	C	A	C		No Service Available	
Port Arthur, Ont.	YQT	See Ft. William Ont.									
Port Arthur, Tex.	BPT	DL 312	YU-2-4321	9	300	C	A	C		.55	1.50
		EA 327	YU-3-3317	19, 9	200	C	A	C		.55	1.50
		TT 800								.55	1.50
Port Hardy, B.C.	YCT	CP		1, 3, 6, 9	200						
Portland, Me.	PWM	NE 485	SPruce 4-3941	9, 3	200	A	C	PWM		.50	1.00
Portland, Ore.	PDX	AS	ATLantic 8-5073	4, 6	1000	A	A	C	G	.50	1.25
		FT	ATLantic 1-1158	1, 18	10000	A	A	C		.60	1.35
		NW	ATLantic 7-1103	4, 6, 10, 15A	500	A	A	C		.60	1.35
		PA	CA 7-6673	10	600	A	A	C		.55	1.25
		PH	AT-8-5043	3, 4, 8		A	A	C		.60	1.25
		UA	ATLantic 7-2411	9, 6, 10	400	A	A	C		.60	1.35
		WA	ATLantic 1-6423	6	200	A	A	C		.60	1.35
		WC	ATLantic 4-2117	3	150	A	A	C		.60	1.35
Portsmouth, Ohio @	PMH	LC	BLackburn 9-6321	3	200						
Poughkeepsie, N. Y.	POU	EA 322, 324, 328, 334	GL-2-2250	3	200	C	C	ALB		No Service Available	
		MO 460	GRover 1-3900	3	100	C	C	AL3		No Service Available	
Powell, Wyo.	POY	FL 377	Skyline 4-4222	3	200	C	C	GTF		No Service Available	
Prescott, Ariz.	PRC	BL 155	252	3	200	C	C	DUG		.65	1.20
		FL 377	136	3	200	C	C	DUG		.65	1.20
		NE	4931	3, 6, 9	200	A	A	HUL		No Service Available	
Presque Isle, Me.	PQI	CP		1, 3, 6, 9	200						
Prince Albert, Sask.	YPA	CP 212, 215	7	3	200	C	C	C			
Prince George, B. C.	YXS	CP 214	3213	3	200	C	C	C			
Prince Rupert, B. C.	YPR	PI 640	Enterprise 0500	3	100	C	A	INT			
Princeton, N. Va.	BLF	AA	REgent 7-1053	9, 5	500	A	A	C	G	.50	1.35
Providence, R. I.	PVD	EA	UN 1-9500	19	200	A	A	C		.50	1.35
		FT	ELmhurst 1-8500	Served Through Boston Mass.						.50	1.35
		NA	REgent 9-1405	9	200	A	A	C		.50	1.35
		NE	Union 1-3300	3	200	A	A	C		.50	1.35
Providence, N.W.T.	YPV	CP		1, 3, 6, 9	200						
Provo, Utah	PVU	UA	Regent 7-7400	6, 5	400	A	A	C		.50	1.35
Pueblo, Colo.	PUB	BL 155	FRanklin 3-7077	3	200	C	A	DEN		No Service Available	
		CO 300	WHitney 6-3316	9, 3	200	C	A	DEN	G	.40	1.00
		FL 377	WHitney 8-3323	3	200	C	A	DEN		.40	1.00
		WC 850B	Pullman 1-3761	3	120	C	A	DEJ		No Service Available	
Pullman, Wash.	PUR	TC	60	3	200	C	C	C		.75	1.00
Quebec City, Que.	YQB	CP 212	7U 5-3252	3	200	C	C	STL		.75	1.75
Queens, B. C.	YQZ	BN 160	Baldwin 2-3442	3	200	C	C	STL		.75	1.75
Quincy, Ill.	UIM	OZ 515	TEmpire 2-3676	3, 22	150	C	A	C	J	.70	1.50
		EA 324, 325, 327, 330	Vance 8-5721	4, 8, 19	200	C	A	C		.70	1.50
Raleigh, N. C.	ROU	PI	TEmpire 2-5160	3	100	C	A	C	G	.70	1.50
		WA 860	Fillmore 2-1110	3, 9	200	C	C	DEN		1.00	1.00
Rapid City, S. D.	RAP	FL 377	East 4-4571	3	200	C	C	DEN		No Service Available	
Rawlins, Wyo.	RWL	EA 325, 327, 332, 335	Reading 4-8336	3	200	A	C	PHL		.45	1.35
Reading, Pa.	RDG	CA 242	4-4947	3	150	A	C	PHL		.45	1.35
		TW 815	FRanklin 6-7353	19	400	A	C	PHL		.45	1.35
Red Bluff, Calif.	RBL	PC	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
Redding, Calif.	RDD	PC 514	CHestnut 3-1211	3, 19	200	C	C	ACV		No Service Available	
Redmond, Ore.	ROD	UA 835	260	9	200	A	C	POX		No Service Available	
Regina, Sask.	YQR	TC 770	LA-2-5622	13, 3, 22	200	C	C	C		.50	1.00
Rehoboth Beach, Del.	REH	AL (Service Suspended)	Fairview 9-0001	3	200	C	C	SFO	G	.50	1.25
Renk, Nev.	RNO	UA	Fairview 9-0211	9, 5, 6	400	C	C	SFO		.50	1.25
		WA 860	Fairview 3-1801	6	200	C	C	SFO		.50	1.25
		NO 475	POrest 2-5890	3	200	C					
Rhineland, Wis. @	RHI	LC	4-1121	3	200						
Richland, Wash.	PSC	AA 105, 120, 126	FAirfield 2872	9	250	A	A	C	G	.45	1.25
Richmond, Ind. @	RID	AX (Service Suspended)	7-4605	22, 4	150	A	A	C		.45	1.25
Richmond, Va.	RIC	CA 240, 242, 244	FAirfield 4105	9, 8, 19	200	A	A	C		.45	1.25
		EA 324, 325, 327	REpublic 7-4186	9	210	A	A	C		.45	1.25
		NA 470A, B	RE 7-4101	3	100	A	A	C	G	.45	1.25
		PI									
		RD (Service Suspended)									
Rimouski P.Q.	YRW	QBA		3	400						
Riverside, Calif.	JRD	BL 155	Overland 9-6221	3	200	C		LAX		No Service Available	
Riverton, Wyo.	RIV	FL 377	ULster 6-3552	9	250	A	C	RIC	G	.45	1.00
Roanoke, Va.	ROA	AA 105, 126	Empire 6-3455	3	250	A	A	RIC		.45	1.00
		EA 327, 333, 336	6-0351	19	200	A	A	RIC		.45	1.00
		PI 640	Empire 6-0381	19	200	C	A	C		.35	.85
Rochester, Minn.	RST	3N 160, 161A, 162A	AT 94591	9, 3	200	C	A	C		.35	.85
		NW 510	Atlas 2-1709	3	200	C	A	C		.35	.85
		OZ 515	333	9	200	C	A	C		.35	.85
		AA 110, 114E	Genesee 8-0364	9, 5	500	A	C	AC	G	.50	1.10
		CA 240, 242, 244, 241A	Genesee 5142	3, 4, 8, 22	250	A	C	AC		.50	1.10
		FT 375	Baker 5-1473	Served Through Buffalo N. Y.						.50	1.10
		MO 460	Genesee 1602	9, 3	200	A	C	AC		.50	1.10
			5-0661	3	200					.75	1.75
Rockford, Ill.	RFD	See Moline, Ill.									
Rock Island, Ill.		NE	804	3	200	C		C		No Service Available	
Rockland, Me.	RKD	FL 377	Empire 2-5522	3	200	C	C	DEN		.50	1.00
Rocky Mount, N. C.	RMT	CA 244	2-2144	3	150	C	C	RDU		.50	1.50
Rome, Ga.	RMG	EA 330	2-1521	19	200	C	A	ATL		.40	1.00
Rome, N. Y.	UCA	See Utica N. Y.									
Roseburg, Ore.	RBG	WC 850A	ORchard 3-3231	3	150	A	A	OTL		No Service Available	
Roswell, N. M.	ROW	CO 300	MA-2-7432	3	200	C	C	ELP		.35	.75
Rosa Bay, Lab.	YRF	QBA		3	400					.75	1.00
Rouyn, Que.	YUY	TC	ENT 460	22	200	C	C	C		No Service Available	
Rupert, Ida.	BYI	WC 850A		3	150	A	A	GFT		No Service Available	
Rutherford, N. J.	RTF	NY		20	200			LGA		No Service Available	
Rutland, Vt.	RUT	EA 325, 327, 332, 335	Prospect 3-6990	3	200	C	C	STV		No Service Available	
Sacramento, Calif.	SAC	PC	Gladstone 6-6406	19, 3	200	A	C	SFO	G	.60	1.35
		UA	Gladstone 6-7061	9, 5, 6	400	C	C	SFO		No Service Available	
Safford, Ariz.	SAD	FL 377	1004	3	200	C	C	DUG		.70	1.45
Saginaw, Mich.	SBS	CA 240	OXbow 5-6371	3, 22, 4	200					No Service Available	
Sagehen, Que.	YBG	TC 770		22	200	C	C	C		.50	1.00
Saint John, N. B.	YSJ	TC 770	3-1231	22	200	C	C	C		.50	1.00
St. John's, Nfld.	YTT	BN 160, 161A	2370	13, 22	200	C	C	C		.50	1.00
St. Joseph, Mo.	STJ	AA 105C, 110, 122, 8135	2-6066	9, 5, 10, 15	7000	A	A	C	G	.60	1.60
St. Louis, Mo.	STL	BN 160, 161A	PArkview 5-5516	9, 3	200	A	A	C		.60	1.60
		CN 255	PE 1-2243	3	200	A	A	C		.60	1.60
		DL 312, 8285	PErshing 1-2231	3	200	A	A	C		.60	1.60
			PE 1-2194	9, 5, 10, 1-A	6000	A	A	C		.60	1.60

## U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
St. Louis Cont.		EA 3190, 330. OZ 515. TW 815, 818, 8705.	PE-1-0510. Pershing 1-0990-3. Geneva 6-4800.	7, 9, 19, 10. 3. 8, 7, 19, 2.	200 3000 500	A A A	A A A	C C C		.60 .60 .50	1.60 1.60 1.50
St. Paul, Minn.	MSP	BN 160, 161A, 162A. CA 240, 8210. FT 375. NO 475. NW 510, 512.	Call MSP. Parkway 1-1831. Parkway 1-3311. Parkway 1-3567. Ext. 204. Parkway 1-3383.	9, 3, 5. 22. 3. 11, 2, 4, 6, 10. 3, 1, 6.	150 6000 200 2000 200	C C C C C	A A A A A	C C C C C		.50 .50 .50 .50 .50	1.15 1.15 1.15 1.15 1.15
St. Petersburg, Fla.	PIE	EA DL NA NE Served Through Tampa. NW RD 670. TC 778.	HE-6-8100. HEimlock 5-2161. Tampa 7-8492. Tampa 71-2261. 5-7611.	4, 6, 7, 9. 9, 6, 17. 6. 10. (Served Through Tampa).	200 300 200 200 6000	C C A A A	C C A C C	AC AC AC AC AC	G G G G G	.45 .65 .65 .40 .40	1.30 1.30 1.30 1.10 1.10
Salem, Ore.	SLE	UA 835.	Elipire 2-2441.	9.	300	C	A	PDX	G	.50	1.00
Salina, Kan.	SLM	CO 300.	TA-7-5553.	3.	200	C	A	MKC	G	.35	1.00
Salinas, Calif.	SHS	UA 635.	Harrison 4-7666.	9.	200	A	A	SFO		No Service Available	
Salisbury, Md.	SBY	AL 90.	3158.	3.	150	C	A	A		.50	1.25
Salt Lake City, Utah	SLC	BL 155. FL UA 830. WA 860, 862.	Davis 8-8656. C'mire 4-C-796. Davis 22-5571. ELgin 5-7561.	3. 3. 3, 5, 6. 9, 6.	200 200 400 200	A A A A	C C A C	DEN DEN DEN DEN	G G G G	.40 .40 .40 .40	1.10 1.10 1.10 1.10
San Angelo, Tex.	SJT	CO 300. TT 800.	7196. 8193.	3, 3. 3.	200 150	C C	C C	SAT SAT		.50 .50	1.10 1.10
San Antonio, Tex.	SAT	AA DL CO EA TT	Taylor 4-1401. TA 2-3351. TA 6-3593. TA-6-3230. TA 6-6301.	5, 15. 3, 3, 10, 5. 3, 5, 6, 10. 3, 7, 8, 10, 19. 3.	6000 500 400 200 150	A A A A A	C A A A C	SAT SAT C C C	G G G G G	.45 .45 .45 .45 .45	1.10 1.10 1.10 1.10 1.10
San Benito, Tex.	MRL	TT 800.	GA 3-4200.	3.	150	C		DAL		No Service Available	
San Bernardino, Calif.	JSB	LX 430 @. WA 860.	Yukon 6-1119.	23. 9, 4.	200 200	C C		LAX LAX		No Service Available	
San Diego, Calif.	SAN	AA 105, 110, 112, 113, 113A, B. BL 155. FT 375. UA 830, 835. WA 860.	Cypress 6-6128. Cypress 6-6144. Cypress 6-6273. Belmont 4-7171. Cypress 8-1161.	5, 10. 3. 1. 9, 5, 6, 10. 9, 6.	600 200 6000 400 200	C C C C C	A A A A A	AC AC AC AC AC	G G G G G	.45 .65 .65 .65 .65	1.50 1.50 1.50 1.50 1.50
San Diego, B. C.	YYP	CP 214.		3.	200						
San Francisco, Calif.	SFO	AA 103, 103A, 104C, C, 105B, 110, 112, 113, 113A, B, 120, 128, 8135. FT 375, 8330. JL 387A @. PA 550, 560, 570, 572, 575, 590. PC 516. TW 815, 818, 8705. UA 828, 830, 835, 8735. WA 860, 862.	Yukon 2-4620. Plaza 5-4723. Juno 3-3612. EX 7-1414. Plaza 5-9200. Yukon 2-5800. Juno 8-2424. Juno 8-1443. Plaza 6-0677.	5, 15, 10. 1, 15, 23. 6. 11, 6, 10, 2. 3, 19. 2, 8, 7. 9, 5, 15, 6, 10. 6.	6000 10000 600 600 200 3000 6000 200	A A A A A A A A	A A A A A A A A	AC AC AC AC AC AC AC AC	G G G G G G G G	.45 .45 .45 .45 .45 .45 .45 .45	1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45
San Jose, Calif.	SJC	PC 516.	Cypress 5-5408.	3, 19.	200	C	C	SFO		1.00	2.00
San Juan, Puerto Rico	SJU	DL 312. EA 325, 330. PA 573, 575, 591 @, C, 605 @. RD 670, 8570. TRC.	9-0045. 9-0020. 2-5000. 9-0360. San Juan 9-0037.	3. 4, 10, 7. 2, 6, 10. 1, 2. 4, 6, 2.	200 200 6000 6300 1102	C C C C C	A A A A A	AC AC AC AC AC			
San Luis Obispo, Calif.	SBP	PC 516.	Enterprise 1-1513.	19.	200		C	LAX		No Service Available	
Santa Barbara, Calif.	SBA	PC 516. UA 835.	Woodland 8-5121. Woodland 7-1255.	3. 3.	200 200	A A	A A	LAX LAX		No Service Available No Service Available	
Santa Ana, Calif.	SNA	BL 155. LX 430 @.	Kimberly 5-1146.	3. 20.	200 200	C C	C C	LAX LAX		.50	1.25
Santa Clara, Calif.	SJC	See San Jose Calif.									
Santa Cruz, Calif.	WVI	SW (Service Suspended).									
Santa Fe, N. M.	SAF	CO TW PC	3-6397. 3-6671. WAlnut 5-2541.	3, 3, 22. 19. 20.	200 250 200	C C C	C C C	ELP ELP LAX	G G G	1.05 1.05 No Service Available	1.10 1.10 1.10
Santa Maria, Calif.	SMX	PC									
Santa Monica, Calif.	SMO	LX 430		20.	200	C		LAX		No Service Available	
Santa Rosa, Calif.	STS	PC		5, 19.	200	C	C	SFO		No Service Available	
Sarasota Lake, M. Y.	SLK	EA 325, 327, 332, 335.		19.	200	C	C	MAL		No Service Available	
Sarasota, Fla.	SRQ	NA 470A, C.		9, 6, 17.	200	A	C	TPA		.50	1.00
Saskatoon, Sask.	YXE	TC 770		8224.	200	C	C	C		.50	1.00
Sault Ste. Marie, Mich.	INR	CA 244A.		3, 4.	250	C	C	AC	G	.50	1.00
Sault Ste. Marie, Ont.	INR	TC		22.	300	C	C	C		.35	.75
Savannah, Ga.	SAV	DL 309, 310, 314B, C. CA 325, 333. NA 470A, B. UA 830. WA 860.	AD 3-0267. AD-3-0231. Adams 6-8234. Scottsbluff 2500. 1234.	9, 3. 9. 9. 9. 3.	300 200 200 200 400	A A C C C	A A C C C	C C DEN DEN		.55 .50 .50 .50	1.20 1.20 1.00 1.00
Scranton, Neb.	SCT	QBA		3.							
Scrantonville, P. C.	YKL	See Wilkes-Barre Pa.									
Scranton, Pa.	AVP	AS		4, 6.	1000	C	C	AC	G	.50	1.50
Seattle, Wash.	SEA	NW PA PN TC UA WA	Cherry 2-0600. Cherry 4500. SE 2121. Cherry 3-1079. Cherry 2211. Mutual 3720. Cherry 5000.	11, 6, 10, 15A, 4. 11, 21, 10. 4, 8, 16. 3. 9, 6, 10. 6.	2000 3000 200 200 400 2000	C C C C C C	C C C C C C	AC AC AC AC AC AC		.50 .50 .50 .50 .50 .50	1.50 1.50 1.50 1.50 1.50 1.50
Seattle, Wash. (Boeing Field)	BFI	FT 375, 8330. WC.	Parkway 3-5916. Parkway 5-5900.	1, 18. 3.	10000 150	C C	C C	AC AC		.50 .50	1.50 1.50
Seale, Ala.	SES	DL 309.	4-7581.	3.	200	C	C	ATL		.45	.90
Seven Islands, Ont.	YZV	TC 770.		22.	200	C	C	C		No Service Available	
Shelfield, Ala.	MSL	EA 324, 326.	EV-3-5521.	19.	200	C	C	BHM		.35	.75
Shirburn, Wyo.	SHR	WA 860.	381.	3.	200	C	C	GTF		.50	1.00
Shoreman, Tex.	SWI	CN 255.	TWInbrook 2-4323.	3.	200	C	C	DAL		No Service Available	
Shreveport, La.	SHV	BN 160, 161. DL 309, 312, 314B. TT 800.	6-7451. 6-1831. 6-4571.	9, 3. 9, 3, 8, 19. 3.	200 3000 150	C C C	A A A	DAL DAL DAL		.50 .50 .50	1.10 1.10 1.10
Sidney, Mont.	SDY	FL 377.	838.	3.	200	C	A	GTF		No Service Available	
Silver City, N. M.	SVC	FL 377.	0807.	3.	200	C	A	DUG		No Service Available	
Sioux City, Iowa	SUX	BN 160, 161A. NO 475 @. OZ 515. 3N 160, 161A. NO 475 @. WA 860, 862.	8-5553. 3. 5-6306. 4-6051. 4-4994.	9, 3. 3. 9, 3. 9, 3. 9, 6.	200 200 200 200 200	A C C C A	C C C C C	OMA OMA MSP MSP		.45 .55 .55 .55	.95 1.10 1.10 1.30
Sioux Falls, S. D.	FSO	WA 860, 862.	4-4994.	1, 3, 6, 9.	200						
Sioux Falls, S. D.	YYO	CP		3.	200	C	C	DAL		No Service Available	
Snyder, Tex.	SNK	CO 300.	3-3711.	3.	200	C	C	DAL		No Service Available	
South Bend, Ind.	SBM	FT 375. LC 400 @. NO 475 @. TW 815. UA 830. FI 640.	ATlantic 8-4441. Central 4-4172. Central 3-1101. Central 2-1414. Central 2-1401. 2-8941.	Served Through Chicago. 3. 3. 19. 9. 3.	200 200 250 300 100	A A A A C	A A A A C	CHI CHI CHI CHI ROU	G G G G G	.55 .55 .55 .55 1.00	1.20 1.20 1.20 1.20 1.00
Southern Pines, N. C.	SOP	FI 640.	2-8941.	3.	100	C	C	ROU		1.00	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Aspenburg, S. C.	SPA	DL 310.....	7131.....	3.....	200	A	A	ATL		.45	1.10
		EA 327, 336.....	3-4571.....	19.....	200	A	A	ATL		.45	1.10
		SO 730.....	3-5532.....	3.....	100	A	A	ATL		.45	1.10
Bearfish, S. D.	SPF	WA 860.....	57.....	3.....	200	C		GTF		No Service Available	
Belphe, Wash.	GEG	NW.....	MAdison 4-3213.....	11, 4, 6, 10.....	300	A	A	C	G	.60	1.60
		UA.....	Temple 8-8222.....	9, 5, 6.....	300	A	A	C		.60	1.60
		WC 850A.....	RI 7-7114.....	3.....	250	A	A	C		.60	1.60
Champaign, Ill.	SPI	AA 110.....	8-3464.....	9.....	150	C	A	C	G	.40	1.10
		OZ 515.....	8-9677.....	3.....	200	C		C		.40	1.10
Champaign, Mass.	BDL	AA 110, 115B, 124.....	REpublic 7-3774.....	Served Through Hartford.....					G	.35	1.10
(Bradley Field)		EA 324, 325, 327.....	RE-2-6275.....	Served Through Hartford.....						.55	1.10
		FT.....	REpublic 4-5675.....	Served Through Hartford.....						.55	1.10
		NE.....	NAtional 3-4418.....	Served Through Hartford.....						.55	1.10
		UA 830.....	REpublic 9-3851.....	5, 9, 10, 15.....	4000	A	C			.55	1.10
Champaign, Mass.	BAF	MO 460.....	REpublic 7-0107.....	3.....	200	A	C	C		.55	1.10
(Barnes Field)											
Champaign, Mo.	SGF	AA 110.....	4-1874.....	9.....	250	A	C	MKC	G	.40	1.10
		DL 312.....	4-7353.....	9, 3.....	200	A	C	MKC		.40	1.10
		OZ 515.....	4-6861.....	3.....	200	A	C	MKC		.40	1.10
		LC 400.....	Enterprise 5-6408.....	Served Through Dayton.....						.40	1.10
Champaign, Ohio	SGH	NY.....	Davis 3-8785.....	20.....	200			LGA		No Service Available	
Champaign, Conn.	SCC	See Phillipsburg, Pa.....									
Champaign, Pa.	P5B	TC 770.....	5132.....	13.....	200	C	C	AC		.35	.75
Champaign, Pa.	Y2T	NO 475.....	2510.....	3.....	200	C					
Champaign, Wis.	STE	CH.....	Frontier 2-2447.....	3.....	200	C	C	DAL		No Service Available	
Champaign, Ohio	SWO	PC 516.....	Howard 2-2440.....	3.....	200	C	C	SFO	G	.80	1.85
Champaign, Calif.	SKC	UA 835.....	Howard 6-9755.....	9.....	300	C	C	SFO		.80	1.85
Champaign, Fla.	SUA	RD 670, 8570.....	933.....	1.....	6000					No Service Available	
Champaign, Ark.	SGT	TT 800.....	WA 2-6200.....	3.....	150	C	C	MEM		No Service Available	
Champaign, Ont.	YSB	TC.....	Osborne 4-4248.....	22.....	200	C	C	C		.50	1.00
Champaign, Sask.	YYN	TC 770.....	2945.....	3.....	200	C	C	C		.70	.75
Champaign, N. S.	YQY	TC 770.....	4546.....	13, 22.....	200	C	C	C		.50	1.00
Champaign, N. Y.	SYR	AA 110, 114E.....	GLenview 4-2423.....	9, 5.....	500	C	C	C	G	.45	1.25
		EA 325, 327, 332, 335.....		8, 19.....	200	C	C	C		.45	1.25
		MO 460.....	54-3251.....	9, 3.....	200	C	C	C		.45	1.25
Champaign, Wash.	SEA	See Seattle Wash.....									
Champaign, Fla.	TLH	EA 320, 325, 330.....	3-2800.....	19, 9.....	200	A	A	PFN	G	.50	1.50
		NA.....	2-4410.....	9, 17.....	200	A	A	PFN		.50	1.50
Champaign, Fla.	TPA	EA.....	7-5341.....	4, 8, 16, 7, 19, 9.....	200	A	A	AC	G	.65	1.30
		DL.....		5.....	300	A	A	AC		.65	1.30
		NA 470A, C.....	REhmod 6-9833.....	9, 5, 6, 17.....	400	A	A	AC		.65	1.30
		NE.....	RE 6-2987.....	6.....	200	A	A	AC		.65	1.30
		NW.....		10.....	200						



## U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Washington, D. C.	DCA	AA	EXecutive 3-6460	9, 5, 10, 15	4000	A	A	AC	G	.55	1.25
		AL	EXecutive 3-6460	3, 19	150	A	A	AC		.55	1.25
		AX—(Service Suspended)									
		BN	STERling 3-6280	5, 10, 9	500	A	A	AC		.56	1.25
		CA	STERling 3-300	3, 4, 8, 22	250	A	A	AC		.56	1.25
		DL	District 7-9640	9, 10, 8	300	A	A	AC		.55	1.25
		EA									
		NA	EX-3-1631	9, 4, 8, 6, 7, 19	200	A	A	AC		.55	1.25
		NE	District 7-8905	9, 5, 6, 10	400	A	A	AC		.55	1.25
		NW	STERling 3-3931	6, 22	200	A	A	AC		.55	1.25
		FA	STERling 3-9014	11, 10, 6	500	A	A	AC		.55	1.25
		PI	KPublic 7-5700								
		RD	District 7-1800	3	100	A	A	AC	G	.55	1.25
		TR	Served Through Baltimore								
		UA	STERling 3-4221	8, 7, 19	400	A	A	AC		.55	1.25
			STERling 3-0895	9, 10	300			AC		.55	1.25
Waterloo, Iowa	ALO	BN 160, 161A	AD 4-6835	9, 3	200	C	C	PIA		.55	1.35
		OZ 515	ADams 2-0042	3	200	C	C	PIA		.55	1.35
Watertown, N. Y.	ART	EA 325, 327, 332, 335	TEmnyson 6-3311	19	200	C	C	A	G	.45	.85
		MO 460	TEmnyson 6-2020	9, 3	200	C	C	A		.45	.85
Watertown, S. D.	ATY	BN 160, 161A	4036	3	200	A	A	MSP		No Service Available	
		NO 475		3	200	A		MSP		No Service Available	
Waukegan, Ill.	WVL	NE 485	Trinity 2-2133	3	200	C	C	BGR		No Service Available	
Waukegan, N. Y.	CF	SW—(Service Suspended)		1, 3, 6, 9	200					No Service Available	
Waukegan, Wis.	WVI	NO 475	2-2096	3	200					No Service Available	
Waycross, Ga.	AJW	EA 320, 325, 330	3400	19	200	C	A	JAX		No Service Available	
Waynesboro, Wash.	EAT	WC 850A	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
West Helena, Ark.	HEE	See Helena Ark.								No Service Available	
West Palm Beach, Fla.	PBI	EA 319C, 320, 325, 330	TE-2-2454	7, 6, 9, 19	200	A	A	AC	G	.40	1.35
		NA 470A, C	TEmpie 3-7275	9, 17	200	A	A	AC		.40	1.35
		RD 670, 670	TEmpie 3-2548	1, 15	6000	A	A	AC		.40	1.35
Westfield, Mass.	BAF	See Springfield, Mass.									
Whiting, W. Va.	HLG	AL 90	WOodsdale 944	3, 19	150	C		PIT	G	.40	.95
		CA 244	WOodsdale 3308	3	150	C	C	PIT		.40	.95
		TR 815	CEdar 3-0220	19	250	C	C	PIT		.40	.95
Whitehorse, Y. T.	XYX	PA 565F	2191	11	600		A	C			
		CP 215	2211	3, 6, 9	500	C	C	C			
White Plains, N. Y.	HPN	MO 460	8-5555	20	200	C		LGA		.40	1.20
		NY	ST 6-7341		200	C		LGA		.40	1.20
White River Jet., Vi.	LEB	NE	LEB 1040	3	200	C	C	BTW		No Service Available	
White, Kan.	ICT	BN	WH-3-3284	9, 1, 15	2000	A	A	MKC		.55	1.10
		CO	WH-3-4241	22	200	A	A	MKC		.55	1.10
		CM	WHitehall 3-3275	3	200	A	A	MKC		.55	1.10
		OZ	WH-3-4191	3	200	A	A	MKC		.55	1.10
		TR	AMherst 5-9613	8, 19	400	A	A	MKC		.40	1.20
White Falls, Tex.	SPS	BN 161	322-4520	9, 3	200	A	A	DAL		.55	1.25
		CO 300	2-6126	9, 3	200	A	A	DAL		No Service Available	
White-Serra, Pa.	AVP	AA 110	OLympic 4-6708	9	250	C	C	PHL		.65	1.50
		AL 90	OLympic 5-1772	3, 19	150	C	C	PHL		.65	1.50
		EA 325, 327, 332, 335	OLympic 4-6649	19	200	C	C	PHL		.65	1.50
		TR 815	OLympic 5-1171	19	250	C	C	PHL		.65	1.50
White Lake, O.C.	CP			1, 3, 6, 9	200						
Williamsport, Pa.	IPT	AL 90	8-8605	3, 19	150	A	C	PIT		.60	1.30
		CA 242	8635	3	150	A	C	PIT		.60	1.30
		TR 815	8-8683	19	250	A	C	PIT		.60	1.30
Williamston, N. D.	ISN	FL	Greenfield 3-6019	3	200	A	A	GFK		No Service Available	
Williamston, Calif.	WGM	LX 430		20	200			LAX			
Williamston, Del.	ILG	AA 105, 126	EAsT 8-4191	9	200	A	A	C	G	.65	1.55
		AL 90	EAsT 8-3190	3	150	A	A	C		.65	1.55
		EA 324, 325, 327, 332	EAsT 8-5671	19	200	A	A	C		.65	1.55
		NA 470A, B	ROger 3-6232	9	200	A	A	C	G	.55	1.50
		PI	ROler 3-1608	3	100	A	C	C		.55	1.55
Williamston, N. C.	IMN	AA	WOodward 5-1000	Served Through Detroit Mich.							
		TC	CLearwater 4-1111	22	200	C	C	C		.50	1.30
Windsor, Ont.	YQG										
Winona, Minn.	YWG	TC 770, 8720	93-9361	12, 13, 3, 22	500	C	C	C		.35	.75
		NW 510	67921	4, 6	200	C	C	C		.35	.75
Winnetka, Minn.	ONH	NO 475	8-2144	3	200					No Service Available	
Winthrop, Ark.	INW	FL 377	911	3	200	C	C	DUG		No Service Available	
Winthrop-Salem, N. C.	INT	CA 244	4-9382	3, 22	150	A	A	C	G	.55	1.10
		EA 325, 327, 333	PA-6071	19	200	A	A	C		.55	1.10
		PI	Park 5-0511	3	100	A	A	C	G	.55	1.10
Wisconsin Rapids, Wis.	STE	NO 475		3	200					No Service Available	
Wolf Point, Mont.	OLF	FL 377	666	3	200	C	A	GTF		No Service Available	
Worcester, R. I.	SFZ	NE 485	POplar 2-6230	3	200	A	C	PVD		No Service Available	
Worcester, Mass.	ORH	MO 460	PLEasant 7-6367	9, 3	250	A	C	C	G	.45	1.45
		NE	SWift 9-4431	3	200	A	C	C		.45	1.45
		FL 377	Firside 7-2142	3	200	C		GTF		No Service Available	
Wyand, Wyo.	WRL	CP		1, 3, 6, 9	200						
Wyand, N.W.T.	NW		GLEncourt 3-9934	4	200	A	A	SEA	G	.75	1.50
Yakima, Wash.	YAK	WC 850B	GLEncourt 3-4791	4	150	A	A	SEA		.75	1.50
Yakone, Alaska	YAK	PN		16	200					.40	1.00
Yamouco, N. S.	YQH	TC 770	1287	22	200	C	C	C		No Service Available	
Yellville, N. W. T.	YZF	CP 216	CPA	1, 3	500					No Service Available	
Yelm, Wash.	YOV	TC 770	34611	3	200	C	C	C		No Service Available	
Yonkers, Ohio	YNG	CA 240	LIBerty 5-9413	3, 4	250	A	C	CAK	G	.50	1.60
		LC 400	LIBerty 5-3174	3	200	A	C	CAK		.50	1.60
		UA 830	LIBerty 5-9744	6, 5	400	A	C	CAK		.50	1.60
Yuba City, Calif.	MYV	See Marysville Calif.									
Yuma, Ariz.	YUM	BL 155	SUNset 2-1871	3	200	A	C	SAN		.45	.85
Yonkersville, Ohio	ZZV	LC 400	GLadstone 2-7561	3	200	C					

# EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All shipments, except when prepaid.....	Baker, Oregon.....	West Coast..	.....
All shipments.....	Greenwood, Mass.....	Delta.....	.....
Baby chicks.....	All points.....	Northeast..	Applies to air freight only. Expires April 15, 1959.
Chinchillas.....	All points.....	Frontier....	Applies to Air Freight only; does not apply to Air Express.
Dogs.....	All Points.....	Bonanza.....	Applies to Air Express and Air Freight (Dogs will be carried as excess baggage only).
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	.....
Live Animals.....	All Points.....	Trans. Texas	TTA applies to excess baggage and Air Express, effective June 1, thru October 1.
Live Animals.....	Through Chicago.....	Ozark.....	.....
Live Animals, Including poultry and tropical fish.	All points.....	West Coast..	Applies to Air Express and Air Freight from November 1 until March 1, 1959.
Monkeys.....	All Points.....	AA.....	October Thru May.....
Monkeys, Apes, Orangoutangs.	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.....	Flying Tiger	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Poultry.....	All points.....	Ozark.....	Applies to Air Express and Air Freight.
Turkey Poults.....	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford, (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.	Flying Tigers	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Watches and jewelry.....	All points only when consigned for Lima, Peru...	Braniff.....	.....
Rodents.....	All points.....	Pacific.....	Applies to Air Freight and Air Express.
Tropical Fish.....	All points.....	Western.....	Applies December 1 thru March 31..

## EXPLANATION OF CODES AND SYMBOLS

	U.S. AIRCRAFT	FOREIGN AIRCRAFT
Y -Daily	Boeing Stratocruiser (1949).....	Avro York (1944).....
X -Weekdays (Monday through Saturday)	Convair 240 (1947).....	Brequet 763 Deux-Pons/Provence (1953).
1 -Monday	Convair 340 (1952).....	Bristol Britannia (1957).....
2 -Tuesday	Convair 440 Metropolitan (1956).....	Bristol 170/Wayfarer (1946).....
3 -Wednesday	Curtiss Commando C-46 (1941).....	Canadair IV, North Star/Argonaut (1947)
4 -Thursday	Douglas DC-3/Dakota/C-47 (1936).....	De Havilland Ambassador/Elizabethan (1952).....
5 -Friday	Douglas DC-4/Skymaster/C-54 (1939)...	De Havilland Beaver (1951).....
6 -Saturday	Douglas DC-6 (1947).....	De Havilland Dove (1946).....
7 -Sunday	Douglas DC-6B (1952).....	De Havilland Dragon Rapide/DH89/
Ex-Except	Douglas DC-7 (1953).....	Domine (1935).....
P -Combination Passenger/Cargo	Douglas DC-7B (1955).....	De Havilland Drover (1951).....
Flights with Max. Cargo capacity.	Douglas DC-7C (1956).....	De Havilland Heron (1952).....
Ar-Arrival	Fairchild F27 .....	Handley Page Marathon (1952).....
Lv-Departure	Lockheed Constellation (1945).....	Ilyushin IL-12 (1948).....
f -Optional Landing (flag stop)	Lockheed Super Constellation (1952)..	Languedoc (1946).....
X -Technical Landing	Lockheed Super-C Constellation (1953)	LI-2 (Russian Version of DC-3), (1945)
■ -Service Temporarily Suspended	Lockheed Super-G Constellation (1955)	Saab 90A Scandia (1950).....
	Lockheed Lodestar (1940).....	Short Sealand (1951).....
	Martin 2-0-2 (1947).....	Short Solent (1948).....
	Martin 4-0-4 (1951).....	SO-20 Bretagne (1950).....
	Sikorsky S-55 (Helicopter) (1953)....	Sud Est Armagnac.....
		Vickers Viking (1946).....
		Vickers Viscount (1950).....

## AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;

the airline's inter-city rate;

the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff B-660," ME-I.C.C. No. 80.

# AIRCRAFT CHARTS

## Aircraft

Chart Page  
No. No.

Boeing 707	50	G-17
Boeing Stratocruiser (combination)	11	G-17
Bristol Britannia	14-A	G-17
Canadair North Star (All-Cargo)	12	G-18
Canadair North Star (combination)	13	G-18
Consolidated Convair (combination)	9	G-18, 19
Curtiss G-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46) (All Cargo)	1-A	G-17
De Havilland Comet IV	51	G-18
Douglas C-47 (All Cargo)	14	G-19
Douglas C-54 (All Cargo)	2	G-20
Douglas DC-3 (combination)	3	G-23
Douglas DC-4 (combination)	4	G-21
Douglas DC-6 (combination)	5	G-21
Douglas DC-6A (combination)	15-A	G-22
Douglas DC-6A (All-Cargo)	15	G-23
Douglas DC-6B (combination)	6	G-22
Douglas DC-7, DC-7B, DC-7C (comb.)	10	G-22
Fairchild F-27 (PAI only) see DC-3	3	G-23
Lockheed Constellation (combination)	8	G-24
Lockheed Constellation Speedpak (All-Cr.)	16	G-24
Lockheed Lodestar (combination)	17	G-24
Lockheed Super Constellation (comb.)	7, 7A	G-24
Lockheed Super Constellation (All Cargo)	23	G-23
Martin (combination)	19	G-25
Sikorsky S-55 (combination)	20	G-25
Smith Curtiss Commuter	18	Use Convair Chart 9.
Vickers Viscount (combination)	22	G-25
Vertol 44 S-58	21	G-25

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BOEING 707

	4	8	12	16	20	24	28	32	36	40	44	48	
68 A	108	—	—										A 68
68 A	126	—	—										A 66
64 A	140	106	—										A 64
62 A	152	125	—										A 62
60 A	162	139	101										A 60
58 A	171	150	118										A 58
56 A	181	160	130										A 56
54 A	190	170	141	99									A 54
52 A	199	180	151	118									A 52
50 A	208	188	161	130									A 50
Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.													
Line B — Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.													
47 A	221	201	174	147	121	106	94	84	63	53	—	—	A 47
B	127	120	112	103	95	87	78	70	63	53	—	—	B 47
44 A	232	214	186	161	137	123	113	105	96	85	65	—	A 44
B	133	126	118	110	102	95	88	84	82	80	65	—	B 44
40 A	243	229	202	178	156	140	124	114	106	95	85	—	A 40
B	149	141	134	133	130	124	116	109	102	95	85	—	B 40
36 A	250	241	218	195	173	156	138	125	113	106	96	74	A 36
B	169	168	162	153	145	136	128	120	113	106	96	74	B 36
32 A	255	250	233	210	187	168	149	135	125	114	105	87	A 32
B	198	194	182	170	160	148	139	130	122	114	105	87	B 32
28 A	259	257	243	225	200	179	159	149	138	124	113	96	A 28
B	222	215	200	186	174	160	149	139	130	122	113	96	B 28
24 A	263	261	254	238	212	189	179	168	156	140	123	103	A 24
B	242	236	219	202	187	172	158	147	137	128	119	103	B 24
20 A	266	265	261	249	222	212	200	187	173	156	137	109	A 20
B	261	257	238	218	200	183	167	153	143	133	125	109	B 20
16 A	271	268	266	258	249	238	225	210	195	178	161	142	A 16
B	269	268	256	233	213	193	175	159	148	138	129	114	B 16
12 A	273	271	269	266	261	254	243	233	218	202	186	169	A 12
B	272	270	269	248	224	202	181	164	152	141	132	118	B 12
8 A	272	272	271	268	265	261	257	250	241	229	214	197	A 8
B	274	272	271	263	233	209	187	169	155	144	134	121	B 8
4 A	276	274	273	271	266	263	259	255	250	243	232	216	A 4
B	275	274	273	270	240	214	190	172	158	146	135	123	B 4
	4	8	12	16	20	24	28	32	36	40	44	48	

PACKAGE HEIGHT IN INCHES

PACKAGE WIDTH IN INCHES

## BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
100	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
120	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
140	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
160	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
180	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
200	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
220	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
240	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
260	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
280	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
300	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
320	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
340	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
360	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
380	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
400	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
420	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
440	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
460	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
480	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
500	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54



13

CANADAIR NORTH STAR (COMBINATION)

	HEIGHT (IN INCHES)															
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32
WIDTH (IN INCHES)	2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104
	4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104
	6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104
	8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100
	10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100
	12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86
	14	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86
	16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76
	18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76
	20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60
	22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60
	24	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47
	26	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47
	28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47
	30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34
	32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34
	34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34
	36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32
	37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12 CANADAIR NORTH STAR (ALL-CARGO)

	HEIGHT (IN INCHES)											
	30	48	62	67	68	69	70	71	71½			
WIDTH (IN INCHES)	1	372	372	312	251	239	227	209	190	166		
	2	372	372	290	238	226	215	199	183	158		
	3	372	350	269	227	215	205	190	175	151		
	4	372	330	255	216	205	196	181	168	146		
	5	372	310	243	205	195	189	174	161	143		
	6	372	293	231	196	187	181	167	155	140		
	7	352	280	220	188	180	174	160	149	122		
	8	332	266	210	180	173	167	154	144	104		
	9	313	255	201	173	167	162	147	140	96		
	10	295	244	192	167	162	155	140	137	91		
	11	278	235	185	161	157	150	135	133	88		
	12	262	225	179	157	152	145	130	130			
	13	249	217	173	152	146	140	124	115			
	14	236	208	167	147	141	135	119	107			
	15	226	200	162	143	136	130	114	100			
	16	216	193	156	138	132	125	109	95			
	17	206	186	151	134	128	121	105	89			
	18	198	180	147	130	123	117	101				
	19	190	174	142	125	119	113	98				
	20	183	168	138	122	115	109	94				
	21	175	163	134	118	111	105	90				
	22	169	158	130	114	107	102					
	23	163	153	127	111	104	99					
	24	158	148	124	108	101	96					
	25	153	144	121	105	98	92					
	26	149	139	117	102	95						
	27	144	135	114	100							
	28	139	131	111	98							
	29	135	127	108								
	30	132	124	103								
	31	128	120	102								
	32	124	117	100								
	33	121	113									
	34	117	110									
	35	114	107									

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)  
Not Applicable to DL (See Chart 1-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51

DE HAVILLAND COMET IV

First Dimension in Inches

	HEIGHT (IN INCHES)									
	15	22	26	28	32	41	44	46	47	48
SECOND DIMENSION IN INCHES	2	152	128	89	78	78	78	78	78	78
	4	125	100	78	78	78	78	78	78	78
	6	103	81	78	78	78	78	78	78	78
	8	86	78	78	78	78	78	78	78	78
	10	78	78	78	78	78	78	78	78	78
	12	78	78	78	78	78	78	78	78	78
	14	78	78	78	78	78	78	78	78	78
	15	78	78	78	78	78	78	78	78	78
	16	78	78	78	78	78	78	78	78	78
	17	78	78	78	78	78	78	78	78	78
	18	78	78	78	78	78	78	78	78	78
	19	78	78	78	78	78	78	78	78	78
	20	78	78	78	78	78	78	78	78	78
	22	78	78	78	78	78	78	78	78	78
	24	78	78	78	78	78	78	78	78	78
	26	78	78	78	78	78	78	78	78	78
	28	78	78	78	78	78	78	78	78	78
	30	78	78	78	78	78	78	78	78	78

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

1-A CURTISS C-46 (All-Cargo) (SUPER D-46)

Applicable to DL Only

HEIGHT (SMALLER DIMENSION)

	HEIGHT (SMALLER DIMENSION)									
	8	16	24	32	40	48	56	64	72	
WIDTH	14	439	439	439	439	439	439	372	103	103
	22	439	439	439	439	439	439	357	98	98
	30	398	398	398	398	398	398	300	84	84
	38	348	348	348	348	348	348	252	72	72
	46	300	300	300	300	300	300	210	*	*
	54	254	254	254	254	254	254	175	*	*
	62	218	218	218	218	218	218	146	*	*
	70	187	187	187	187	187	187	121	*	*
	78	160	160	160	160	160	160	103	*	*
	86	139	139	139	139	139	139	88	*	*
	94	121	121	121	121	121	121	79	*	*
	102	110	110	110	110	110	110	70	*	*
	110	102	102	102	102	102	102	*	*	*
	118	97	97	97	97	97	97	*	*	*
	120	96	96	96	96	96	96	*	*	*

NOTE: IF EXACT DIMENSION IS NOT SHOWN, USE NEXT LARGER DIMENSION

# 14 DOUGLAS C-47 (ALL CARGO)

		WIDTH OR HEIGHT (:N INCHES)										WIDTH ONLY (IN INCHES)									
		40	44	48	52	56	60	64	68	72	76	80	84								
HEIGHT OR WIDTH (IN INCHES)	2	366	366	366	357	357	357	357	353	189	129	109	101								
	4	366	366	366	357	357	357	357	353	189	129	109	101								
	8	362	362	357	357	357	357	353	237	161	129	109	97								
	12	362	357	357	357	357	353	297	177	129	117	97	85								
	16	357	357	357	357	353	325	213	133	117	105	93	81								
	20	357	357	357	353	277	253	153	117	105	93	81									
	24	325	309	305	285	253	213	117	109	97	85	81									
	28	273	265	253	237	217	153	109	97	89	81	81									
	32	233	229	217	197	177	121	105	93	85	81	81									
	36	201	197	189	177	153	117	105	89	85	81	81									
	40	177	173	169	157	141	105	105	85	85	81	81									
	44	173	161	157	145	129	105	101	85	81	77										
48	169	133	133	129	117	105	93	81	81	77											
52	117	117	117	117	109	105	85	81	81	77											
56	97	97	97	97	97	85	69	69													

FIND LENGTH (IN INCHES) AT INTERSECTION  
OF HEIGHT AND WIDTH

## 9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (in inches)	FIRST DIMENSION (IN INCHES)									
	5	10	15	20	25	30	35	40	45	48
5	80	80	80	80	80	80	80	80	80	80
10	80	80	80	80	80	80	80	80	80	80
15		72	75	75	75	75	75	75	75	73
20			70	70	70	70	70	70	70	70
25				60	70	70	70	70	55	
30					55					

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF  
FIRST AND SECOND DIMENSIONS

## 9

		FIRST DIMENSION (IN INCHES)																							
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	C	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108
	D	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	C		108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108
	D		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	C			105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D			96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	C				105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D				94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	C					102	102	102	102	102	102	102	102	102	102	102	102	102	102	102	102	102	102	102	102
	D					89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93
	C						84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	D						84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	C							84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	D							80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											80	80	80	80	80	80	80	80	80	80	80	80	80	80
	C											70	70	70	70	70	70	70	70	70	70	70	70	70	70
	D											80	80	80	80	80	80	80	80	80	80	80	80	80	80
24	A												72	72	72	72	72	72	72	72	72	72	72	72	72
	B												80	80	80	80	80	80	80	80	80	80	80	80	80
	C												46	46	46	46	46	46	46	46	46	46	46	46	46
	E												105	105	105	105	105	105	105	105	105	105	105	105	105
26	A													30	30	30	30	30	30	30	30	30	30	30	30
	B													46	46	46	46	46	46	46	46	46	46	46	46
	C													46	46	46	46	46	46	46	46	46	46	46	46
	D													46	46	46	46	46	46	46	46	46	46	46	46
28	A														40	40	40	40	40	40	40	40	40	40	40
	B														46	46	46	46	46	46	46	46	46	46	46
	C														48	48	48	48	48	48	48	48	48	48	48
	D														46	46	46	46	46	46	46	46	46	46	46
30	A															48	48	48	48	48	48	48	48	48	48
	B															48	48	48	48	48	48	48	48	48	48
	C															48	48	48	48	48	48	48	48	48	48
	D															48	48	48	48	48	48	48	48	48	48
32	A																48	48	48	48	48	48	48	48	48
	B																48	48	48	48	48	48	48	48	48
	C																48	48	48	48	48	48	48	48	48
	D																48	48	48	48	48	48	48	48	48
34	A																	48	48	48	48	48	48	48	48
	B																	48	48	48	48	48	48	48	48
	C																	48	48	48	48	48	48	48	48
	D																	48	48	48	48	48	48	48	48
36	A																		48	48	48	48	48	48	48
	B																		48	48	48	48	48	48	48
	C																		48	48	48	48	48	48	48
	D																		48	48	48	48	48	48	48
38	A																			48	48	48	48	48	48
	B																			48	48	48	48	48	48
	C																			48	48	48	48	48	48
	D																			48	48	48	48	48	48
40	A																				48	48	48	48	48
	B																				48	48	48	48	48
	C																				48	48	48	48	48
	D																				48	48	48		

# AIRCRAFT CHARTS

2

## DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548	
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	517	
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	
18									550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	
20										550	536	521	509	498	489	482	476	467	461	455	445	434	422	417	408	396	389	
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356	
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331	
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310	
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294	
30															397	383	370	357	346	335	328	321	312	303	294	286	278	
32																367	355	344	331	320	311	303	294	287	279	272	266	
34																	342	330	317	306	296	287	280	273	266	260	254	
36																		316	305	292	283	275	268	262	256	249	244	
38																				293	280	272	265	258	252	245	238	232
40																					270	263	255	248	242	235	228	221
42																						255	247	239	232	226	219	211
44																							239	230	223	216	209	202
46																								222	214	207	192	
48																									206	199	184	
50																										191	183	176
52																											176	169
54																												163
56																												
58																												
60																												
62																												
64																												
66																												

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	
	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	
4	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	
	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	
6	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	
	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	
	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	
8	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	
	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	
10	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	
	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	
12	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	108
	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	107	
	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	106	
14	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	110	109	108	107	106	105	104	103
	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	109	108	107	106	105	104	103	
	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	102	
16	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	
	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	
18	170	164	159	153	147	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	99	98	
	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99	98	
	158	152	147	142	138	133	129	125	121	118	114	112	110	109	108	107	106	105	104	103	102	101	100	99	98	97	
20	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
	142	138	134	129	127	123	119	116	113	111	109	107	106	105	104	103	102	101	100	99	99						
	134	130	125	123	120	117	114	111	109	107	105	104	103	102	101	100	99	99									
22							115	112	109	107	105	103	101	100	99	98	97	96	95								
							110	107	105	102	100	98	96	94	93	92	91	90	89	88	87	86	85	84	83	82	
							108	105	102	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	





# AIRCRAFT CHARTS

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## DOUGLAS DC-6B

LINE A applies to: AA, CP, WA  
 LINE B applies to: CO, KL, SAS  
 LINE C applies to: LAN, NA, NE, NW, PA, SAB, SR, UA  
 FIRST DIMENSION (IN INCHES)

	Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	90	93	96	99	102	105	108	111	114	117	120	123	126	129	132	135	138	141	144	147	150	153	156	159	162	165	168	171	174	177	180	183	186	189	192	195	198	201	204	207	210	213	216	219	222	225	228	231	234	237	240	243	246	249	252	255	258	261	264	267	270	273	276	279	282	285	288	291	294	297	300	303	306	309	312	315	318	321	324	327	330	333	336	339	342	345	348	351	354	357	360	363	366	369	372	375	378	381	384	387	390	393	396	399	402	405	408	411	414	417	420	423	426	429	432	435	438	441	444	447	450	453	456	459	462	465	468	471	474	477	480	483	486	489	492	495	498	501	504	507	510	513	516	519	522	525	528	531	534	537	540	543	546	549	552	555	558	561	564	567	570	573	576	579	582	585	588	591	594	597	600	603	606	609	612	615	618	621	624	627	630	633	636	639	642	645	648	651	654	657	660	663	666	669	672	675	678	681	684	687	690	693	696	699	702	705	708	711	714	717	720	723	726	729	732	735	738	741	744	747	750	753	756	759	762	765	768	771	774	777	780	783	786	789	792	795	798	801	804	807	810	813	816	819	822	825	828	831	834	837	840	843	846	849	852	855	858	861	864	867	870	873	876	879	882	885	888	891	894	897	900	903	906	909	912	915	918	921	924	927	930	933	936	939	942	945	948	951	954	957	960	963	966	969	972	975	978	981	984	987	990	993	996	999	1002	1005	1008	1011	1014	1017	1020	1023	1026	1029	1032	1035	1038	1041	1044	1047	1050	1053	1056	1059	1062	1065	1068	1071	1074	1077	1080	1083	1086	1089	1092	1095	1098	1101	1104	1107	1110	1113	1116	1119	1122	1125	1128	1131	1134	1137	1140	1143	1146	1149	1152	1155	1158	1161	1164	1167	1170	1173	1176	1179	1182	1185	1188	1191	1194	1197	1200	1203	1206	1209	1212	1215	1218	1221	1224	1227	1230	1233	1236	1239	1242	1245	1248	1251	1254	1257	1260	1263	1266	1269	1272	1275	1278	1281	1284	1287	1290	1293	1296	1299	1302	1305	1308	1311	1314	1317	1320	1323	1326	1329	1332	1335	1338	1341	1344	1347	1350	1353	1356	1359	1362	1365	1368	1371	1374	1377	1380	1383	1386	1389	1392	1395	1398	1401	1404	1407	1410	1413	1416	1419	1422	1425	1428	1431	1434	1437	1440	1443	1446	1449	1452	1455	1458	1461	1464	1467	1470	1473	1476	1479	1482	1485	1488	1491	1494	1497	1500	1503	1506	1509	1512	1515	1518	1521	1524	1527	1530	1533	1536	1539	1542	1545	1548	1551	1554	1557	1560	1563	1566	1569	1572	1575	1578	1581	1584	1587	1590	1593	1596	1599	1602	1605	1608	1611	1614	1617	1620	1623	1626	1629	1632	1635	1638	1641	1644	1647	1650	1653	1656	1659	1662	1665	1668	1671	1674	1677	1680	1683	1686	1689	1692	1695	1698	1701	1704	1707	1710	1713	1716	1719	1722	1725	1728	1731	1734	1737	1740	1743	1746	1749	1752	1755	1758	1761	1764	1767	1770	1773	1776	1779	1782	1785	1788	1791	1794	1797	1800	1803	1806	1809	1812	1815	1818	1821	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1860	1863	1866	1869	1872	1875	1878	1881	1884	1887	1890	1893	1896	1899	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941	1944	1947	1950	1953	1956	1959	1962	1965	1968	1971	1974	1977	1980	1983	1986	1989	1992	1995	1998	2001	2004	2007	2010	2013	2016	2019	2022	2025	2028	2031	2034	2037	2040	2043	2046	2049	2052	2055	2058	2061	2064	2067	2070	2073	2076	2079	2082	2085	2088	2091	2094	2097	2100	2103	2106	2109	2112	2115	2118	2121	2124	2127	2130	2133	2136	2139	2142	2145	2148	2151	2154	2157	2160	2163	2166	2169	2172	2175	2178	2181	2184	2187	2190	2193	2196	2199	2202	2205	2208	2211	2214	2217	2220	2223	2226	2229	2232	2235	2238	2241	2244	2247	2250	2253	2256	2259	2262	2265	2268	2271	2274	2277	2280	2283	2286	2289	2292	2295	2298	2301	2304	2307	2310	2313	2316	2319	2322	2325	2328	2331	2334	2337	2340	2343	2346	2349	2352	2355	2358	2361	2364	2367	2370	2373	2376	2379	2382	2385	2388	2391	2394	2397	2400	2403	2406	2409	2412	2415	2418	2421	2424	2427	2430	2433	2436	2439	2442	2445	2448	2451	2454	2457	2460	2463	2466	2469	2472	2475	2478	2481	2484	2487	2490	2493	2496	2499	2502	2505	2508	2511	2514	2517	2520	2523	2526	2529	2532	2535	2538	2541	2544	2547	2550	2553	2556	2559	2562	2565	2568	2571	2574	2577	2580	2583	2586	2589	2592	2595	2598	2601	2604	2607	2610	2613	2616	2619	2622	2625	2628	2631	2634	2637	2640	2643	2646	2649	2652	2655	2658	2661	2664	2667	2670	2673	2676	2679	2682	2685	2688	2691	2694	2697	2700	2703	2706	2709	2712	2715	2718	2721	2724	2727	2730	2733	2736	2739	2742	2745	2748	2751	2754	2757	2760	2763	2766	2769	2772	2775	2778	2781	2784	2787	2790	2793	2796	2799	2802	2805	2808	2811	2814	2817	2820	2823	2826	2829	2832	2835	2838	2841	2844	2847	2850	2853	2856	2859	2862	2865	2868	2871	2874	2877	2880	2883	2886	2889	2892	2895	2898	2901	2904	2907	2910	2913	2916	2919	2922	2925	2928	2931	2934	2937	2940	2943	2946	2949	2952	2955	2958	2961	2964	2967	2970	2973	2976	2979	2982	2985	2988	2991	2994	2997	3000
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FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION  
 OF FIRST AND SECOND DIMENSIONS

15-A

## DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	265	265	265	265	265
36	216	211	206	201	196	191	186	181	176	171
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

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## DOUGLAS DC-7, 7-B, 7-C

		HEIGHT OR WIDTH (IN INCHES)																			
		6	9	12	15	18	17	18	19	20	21	22	23	24	25	26	27				
WIDTH OR HEIGHT (IN INCHES)	3	211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108				
	6	211	191	172	163	156	149	142	136	131	126	121	116	111	109	105	101	97			
	9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87				
	12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77				
	15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68				
	18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60				
	21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54				
	24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49				
	27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45				
	30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41				
only (in 33 inches)		83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38				
36		80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34				

# AIRCRAFT CHARTS

## DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

2	4	6	8	10	12	14	16	18	20	22
2	71									
4	71	69								
6	71	69	67							
8	71	69	67	66						
10	71	69	67	66	65					
12	71	69	67	66	65	65				
14	71	69	67	66	65	65	64			
16	71	69	67	66	65	65	64	63		
18	71	69	67	66	65	65	64	63	61	
20	71	69	67	66	65	65	64	63	61	61
22	68	67	66	66	65	65	64	63	60	60
24	60	60	60	60	60	60	60	60	60	60
26	60	60	60	60	60	60	60	60	60	60
28	42	42	42	42	42	42	42	40	40	37
30	36	36	36	36	36	36	36			
32	34	34	34	34	34					
34	34	34	34							

### EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23"x28"x44"	LC.....	20"x24"x44"
CP.....	24"x28"x35"	FL.....	36"x44"x86"
	56"x56"x93"	NE, PA & PC.	28"x40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
16	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

## DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

## LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
15	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
84	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH



## AIRCRAFT CHARTS

## 7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

FIRST DIMENSION (IN INCHES)

	2	12	13	16	18	21	24	25	28	28	30	38	40
2	312	300	300	300	300	300	300	300	300	123	100	100	100
3	312	300	266	220	220	200	200	200	200	111	100	100	100
4	300	300	200	200	200	200	200	200	200	111	100	100	100
6	300	202	170	170	170	170	170	170	170	101	100	100	100
8	300	177	152	152	152	152	152	152	152	100	100	100	100
9	300	158	137	137	137	137	137	137	137	100	100	100	100
10	300	158	137	137	137	137	137	137	137	100	100	100	100
12	300	142	128	124	124	124	124	124	124	100	100	100	100
13	300	128	114	114	114	114	114	114	114	100	100	100	100
14	300	128	114	114	114	114	114	114	114	100	100	100	100
16	300	124	114	108	108	108	108	108	108	100	100	100	100
18	300	124	114	108	108	108	108	108	108	100	100	100	100
17	300	124	114	108	104	104	104	104	104	100	100	100	100
18	300	125	114	108	104	104	104	104	104	100	100	100	100
19	300	124	114	108	104	101	101	101	101	60	60	60	60
20	300	124	114	108	104	101	101	101	101	60	60	60	60
21	300	124	114	108	104	100	100	100	100	60	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	
23	300	124	114	108	104	100	52	48	45	42	42	29	
24	300	124	114	108	104	100	52	48	45	42	42	29	
25	300	124	114	108	104	100	48	29	29	29	29	29	
26	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	45	29	29	29	29	29	
30	100	100	100	100	100	60	42	29	29				
32	100	100	100	100	100	60	29						
40	100	100	100	100	100	60							

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS**

## LOCKHEED SUPER CONSTELLATION (COMBINATION)

7A

Applicable only to TC  
(See Chart 7 for other Carriers)  
HEIGHT (IN INCHES)

HEIGHT (IN INCHES)

[illegible]

**FIND LENGTH (IN INCHES) AT INTERSECTION OF  
LENGTH AND WIDTH**

**16 LOCKHEED CONSTELLATION SPEEDPAK**

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	50
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	191	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

**FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS**

## 17 LOCKHEED LODESTAR

**MAXIMUM DIMENSIONS:**

24 IN. x 20 IN. x 34 IN.

## 8 LOCKHEED CONSTELLATION

FIRST DIMENSION (IN INCHES)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
4	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
6	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
8	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
10	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55	
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	145	140	130	120	120	115	105	105	95	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	95	85	80	70	68	60	55	
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	145	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
42	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

# AIRCRAFT CHARTS

19

## MARTIN

LINE A applies to: EA

LINE B applies to: DL, TW

LINE C applies to: AL, PC

### FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	20	30	40	50	53
A	136	136	136	136	136	136	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	74	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	74	74	74	56	56	44	44
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	74	74	74	56	56	—	—
B	70	70	70	70	56	56	56	56	56	—	—
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	—	—	—	—	—	—	—
B	70	70	70	70	—	—	—	—	—	—	—
C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22

## VICKERS VISCOUNT

### FIRST DIMENSION (IN INCHES)

	50	55	60	65	70	75	80	85	90	95	100
10	18	18	18	18	18	18	18	18	18	18	18
12	18	18	18	18	18	18	18	18	18	18	17
14	18	18	18	18	18	18	18	18	18	17	17
16	18	18	18	18	18	18	18	18	18	17	17
18	18	18	18	18	18	18	17	17	17	17	17
20	18	18	18	18	17	17	17	17	17	16	16
22	18	18	18	17	17	17	17	16	16	15	15
24	18	18	17	17	17	17	16	15	15	15	15
26	17	17	17	17	17	16	15	15	15	15	15
28	17	17	17	17	16	15	15	15	15	15	15
30	17	17	17	16	15	15	15	15	15	15	15
32	17	16	16	15	15	15	15	15	15	15	15
34	16	16	15	15	15	15	15	15	15	15	15
36	16	15	15	15	15	15	15	15	15	15	15
38	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

18

## SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21

## VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20

## SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.  
 AC—Accepted on ALL-CARGO aircraft only.  
 N—Not accepted.  
 E—Air Express only.  
 Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL
Animals, live.....	AC (2-6)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	A (2)
EXCEPTIONS											
Alligators.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Alligators, baby.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Animals, in excess of 200 lbs....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2-6)
Apes.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Bears, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Bears, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Bees.....	A (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Birds.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Birds, small.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Canaries.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parakeets.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parrots.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Cats.....	AC (2-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Chimpanzees.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2)
Chinchillas.....	AC (2)	N	A (3)	A (2)	N	N	N	N	AC (2)	N	N
Dogs.....	AC (2-51)	N	A (3)	A (2-13)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Elephants.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Fish.....	A (2)	A (2-16)	A (2-16)	A (2-16)	AC (2-16)	AC (2)	A (2-25-40)	N	A (2)	A (16)	A (2-16)
EXCEPTIONS											
Clams.....	A (2)	A (2-16)	A (3)	A (16)	A (2-16)	AC (2)	A (2-25-40)	N	A (2)	A (16)	A (2-16)
Goldfish.....	A (2)	A (2-16)	A (3)	A (2-16)	A (23)	AC (2)	N	N	A (2)	A (23)	A (2-16)
Lobsters.....	A (16b)	A (2-16)	A (16b)	A (16b)	A (16b)	N	A (25-16b)	N	A (16b)	A (16b)	A (16b)
Shellfish.....	A (2)	A (2-16)	A (3)	A (16)	A (2-16)	AC (16)	A (2-25)	N	A (2)	A (16)	A (2-16)
Tropical Fish.....	A (16a)	A (2-16)	A (16a)	N	A (16a)	A (16a)	A (25-16a)	A (16a)	A (16a)	A (16a)	A (16a)
Foxes.....	AC (2)	A (2-16)	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Guinea Pigs.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hamsters.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hippopotamus.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Horses, race.....	N	N	A (3)	N	N	N	N	N	N	N	N
Insects.....	A (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Lions, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Lions, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Livestock.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
EXCEPTIONS											
Calves.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Cattle, grown.....	N	N	A (3)	N	N	N	N	N	N	N	N
Cattle, uncrated.....	N	N	A (3)	N	N	N	N	N	N	N	N
Goats.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
Horses, draft.....	N	N	A (3)	N	N	N	N	N	N	N	N
Sheep.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Swine.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Mink.....	AC (2)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Monkeys.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Orangutangs.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	N
Pets, small.....	AC (2-6-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Poultry.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
EXCEPTIONS											
Chicks.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Ducklings.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Goslings.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poultry, baby.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Pouls (except turkey).....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Pouls, turkey.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Rabbits.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Reptiles.....	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
EXCEPTIONS											
Reptiles, small.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	A (2-6)	N	N
Rodents.....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Coyu (Nutria).....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Mice.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Rats.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Skunks, pet.....	AC (2-51)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Snakes, non-poisonous and harmless.....	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	A (2)
Tigers, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Tigers, grown.....	AC (2-6)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Wolves.....	AC (2)	N	A (3)	N	N	N	N	N	AC (2-6)	N	N
Worms.....	AC (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	A (16)	A (2)



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 Explanation of numerical notes follows charts.

	FT	LX <sup>E</sup>	LC <sup>E</sup>	MO	NA	NE	NO	NW	NY	OZ
Animals, live.....	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-55)	A(2)	AC(2-36)	A(2-6)	A(2)
EXCEPTIONS										
Alligators.....	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-36)	A(2)	N
Alligators, baby.....	A(3)	A(2)	N	N	N	A(3-55)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs..	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Apes.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bears, cub.....	A(3)	A(2-6)	N	N	N	N	N	A(2-4-24)	A(2-6)	N
Bears, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bees.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-17-54)	A(2)	A(17)
Birds.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Birds, small.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	N	A(2-54)	A(2)	A(2)
Canaries.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Parakeets.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Parrots.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Cats.....	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Chimpanzees.....	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	N
Chinchillas.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Dogs.....	A(3)	A(2-6)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2)	A(2-24)	A(2-6)	A(2)
Elephants.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Fish.....	A(3)	A(2)	A(2-4-16)	N	A(2-16)	A(3-16)	A(2-16)	A(2-16-54)	A(2)	A(2-16)
EXCEPTIONS										
Clams.....	A(3)	A	A(16)	A(2)	A(2-16)	A(3)	A(16)	A(16b-54)	A	A(16)
Goldfish.....	A(3)	A(2-16)	A(2-4-16)	N	A(2-16)	A(3)	A(2-16)	A(16a-54)	A(2-16)	A(2-16)
Lobsters.....	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(3-16b)	A(16b)	A(16b-54)	A(16b)	A(16b)
Shellfish.....	A(3)	A(2)	A(16)	N	A(2-16)	A(3)	A(16)	A(16b-54)	A(2)	A(16)
Tropical Fish.....	N	A(15a)	N	N	A(16a)	A(3-16a)	N	A(16a-54)	A(16a)	A(16a)
Foxes.....	A(3)	A(2-6)	N	N	A(9-12)	A(3-55)	N	A(2-4-24)	A(2-6)	N
Guinea Pigs.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
Hamsters.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
Hippopotamus.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Horses, race.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Insects.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(4)
Lions, cub.....	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Lions, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Livestock.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
EXCEPTIONS										
Calves.....	A(3)	A(2)	N	N	N	N	N	AC(2-36)	A(2)	N
Cattle, grown.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N
Goats.....	A(3)	A(2-6)	A(2-4)	N	N	N	A(2)	AC(2-36)	A(2-6)	A(2)
Horses, draft.....	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Sheep.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Swine.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Mink.....	A(3)	A(2)	N	N	A(9-12)	A(3-55)	N	A(2-24)	A(2)	A(2)
Monkeys.....	A(3)	A(2-6)	N	N	N	A(3-55)	N	N	A(2-6)	N
Orangoutangs.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Pets, small.....	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2)	A(2-4-54)	A(2)	A(2)
Poultry.....	A(3-42)	A(2)	A(2-4)	N	N	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Chicks.....	N	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Ducklings.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Gooslings.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poultry, baby.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poults (except turkey).....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poults, turkey.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Rabbits.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
Reptiles.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
Rodents.....	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2)	A(2-5-24)	A(2-6)	A(2)
EXCEPTIONS										
Coyu (Nutria).....	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2)	A(2-4-24)	A(2-6)	A(2)
Mice.....	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Rats.....	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Skunks, pet.....	A(3)	A(2)	N	A(2-13)	A(9-12)	A(3-55)	N	A(2-24)	A(2)	N
Snakes, non-poisonous and harmless.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-24)	A(2-6)	N
Tigers, cub.....	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Tigers, grown.....	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Wolves.....	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-36)	A(2-6)	N
Worms.....	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-55)	A(2)	A(2-54)	A(2-6)	A(2)

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.  
 AC—Accepted on ALL-CARGO aircraft only.  
 N—Not accepted.  
 (E)—Air Express only.  
 Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-38)	A(3-4-16)	N	A(23)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-38)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(2-16a)	A(16a-41)	A(3-4-16)	A(2)	A(23)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-38)	A(3-4-16)	A(2)	A(23)	N	A(16)	A(2-16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(14-37)	A(3-4)	A(13)	A(2-13)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Pouls (except turkey).....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Pouls, turkey.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-37)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	A(37)	A(2-7)	A(2)

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.  
AC—Accepted on ALL-CARGO aircraft only.  
N—Not accepted.  
E—Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX <sup>ⓔ</sup>	LC <sup>ⓔ</sup>	MO	NA
Alcoholic Beverages .....	A (20)	A	A	A	A (19)	N	N	N	A	A (19)	N	A	A	A	N	A (19)
Automobiles, uncrated .....	AC	N	A	N	AC	N	N	N	AC	N	N	A	A	A	N	N
Eggs, raw poultry .....	A	A	A	A	A (2)	AC	A	A	A	A (48)	A	A	A (2)	A	N	A
Etiologic Agents .....	A	A	A	A	A	A	A	N	A	A	N	A	A	A	A	N
Fabrics, in rolls .....	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49)
Flowers, in boxes:																
Not over 36" in length .....	A	A	A	A	A	A	A	A	A	A (48)	A	A	A	A	A	A
Not over 44" in length .....	A	A	A	A	A	A	A	A	A	A (11)	A	A	A	A	A	A (9)
Not over 48" in length .....	A	A	A	N	A	A	A	A	A (11)	A (48)	A	A	A	A	N	A (9)
Not over 60" in length .....	A	A	A	N	A	A	A (11)	N	AC	A (48)	A	A	A	N	N	N
Over 60" in length .....	A	N	A	N	AC	AC	A (11)	N	AC	A (48)	A	A	A	N	N	N
Foods, perishable .....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit, fresh .....	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen .....	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries .....	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:																
Not boxed or crated .....	N	N	A	N	N	AC	AC	N	N	N	N	A	A	N	N	N
On hangers or racks .....	N	N	A	N	N	AC	AC	N	N	N	N	A	A	N	N	N
Glass, thermo-pane .....	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than cremated .....	A (4-5)	A (4-5)	A	A (4)	A (4-5)	A (5)	A (4-5)	N	AC (5)	AC (5-8)	A (4-5)	A	A (5)	A (4-22)	N	A (4-5)
Human Remains, Infant .....	A (4-5)	A (4-5)	A (4-5)	A (4)	A (4-5)	AC (5)	A (4-5)	N	AC (5)	A (5)	A (4-5)	AC	A (5)	A (4-22)	N	A (4-5)
Liquids in Cans .....	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled, without packaging .....	N	N	A	N	AC	AC	N	N	AC	AC (8)	N	A	A	N	N	N
Meat, fresh .....	A (2)	A (2)	A	A	A	A	A	A	A	A (2)	A	A	A	A	N	A
Frozen .....	A (2)	A (2)	A	A	A	AC	A	A	A	A (2)	A	A	A	A	N	A
Milk, fresh .....	A	A (16)	A	A (16)	A	AC	A	A	A	N	A	A	A	A (16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment .....	A	N	A	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps .....	A	A	A	A	A	A	A	A	A	A	A	N	A	A	A	A
Statuary, ceramic and/or porcelain .....	A	N	A	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables, fresh .....	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen .....	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO <sup>ⓔ</sup>	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages .....	A (19)	A	A	A	A	A	N	A	N	A	A (19)	N	N	AC	A (45)	N
Automobiles, uncrated .....	N	N	A	N	N	N	N	A	N	AC	N	N	A	A	A	N
Eggs, raw poultry .....	A	A	A (54)	A (2)	A	N	N	A	N	A (38)	A	A	A	A	A (2)	A
Etiologic Agents .....	A	A	A	A	A	N	N	A	N	A	A	A	A	A	A	A
Fabrics in rolls .....	A (49)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49a)	A (49a)	A (49a)	A (49a)
Flowers, in boxes:																
Not over 36" in length .....	A	A	A	A	A	A	A	A	A	A (47)	A	A	A	A	A	A
Not over 44" in length .....	A	A	A	A	A	A	A	A	A	A (47)	A	A	A	A (10)	A (11)	A
Not over 48" in length .....	A	N	A	A	N	A	N	A	N	A (47)	A	A	A	A (10)	A (11)	A
Not over 60" in length .....	A (11-55)	N	A (24)	A	N	A	N	A	N	A (47)	A	A	AC	A (11)	A (11)	N
Over 60" in length .....	A (11-55)	N	A (24)	A	N	A	N	A	N	A (47)	A	A	AC	A (11)	A (11)	N
Foods, perishable .....	A	A	A (54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh .....	A	A	A (54)	A	A	A	N	A	A	A (38)	A	A	A	A	A (16)	A
Frozen .....	A	A	A (54)	A	A	A	N	A	N	A	A	A	A	A (32)	A (16)	A
Berries .....	A	A	A (54)	A	A	A	N	A	N	A	A	A	A	A	A (16)	A
Garments:																
Not boxed or crated .....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane .....	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than cremated .....	A (22)	A (4)	A (4-24)	A (5)	A (4-5)	N	A (5-21)	A	N	AC	A (4-5)	A	A	A (5-22)	N	A
Human Remains, Infant .....	A (22)	A (4)	A (54)	A (5)	A (4-5)	N	A (5-21)	A	N	AC	A (4-5)	A	A	A (5-22)	N	A
Liquids in Cans .....	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled, without packaging .....	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat, fresh .....	A	A	A (54)	A	A (2)	A	N	A	N	A (38)	A	A	A	A	A (16)	A
Frozen .....	A	A	A (54)	A	A (2)	A	N	A	N	A	A	A	A	A	A (16)	A
Milk, fresh .....	A	A (16)	A (54)	A	A	N	N	A	N	A (38)	A (16)	A	A	A	N	A (16)
Perishables not in leakproof containers where time is principal factor in shipment .....	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps .....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain .....	A	N	A	N	A	A	N	A	N	A	A	A	A	A	N	N
Vegetables, fresh .....	A	A	A (54)	A	A	A	N	A	N	A (38)	A	A	A	A	A (16)	A (16)
Frozen .....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A (16)	A (16)



# SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

## EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small—16½ x 23½ x 27"; large—23½ x 37 x 39") subject to the following:  
**CO:** will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair aircraft only by advance arrangement.  
**NA:** will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.  
**UA:** will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. This reference not used.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or seawater ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed.
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)

23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.  
**EXCEPTION:** One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
25. Not accepted on DC-6B and DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:  
Each container must have attached to the bottom, a 1" by 1" slat to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:  
Freighter aircraft —No limitation  
DC-3 aircraft —Up to 60 inches  
Viscount aircraft —Up to 56 inches  
North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with water-tight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels are stocked in two sizes at all air-freighter stations for direct sale to customers shipping pets via American Airlines. Kennel charge must be paid for at point of origin.  
Kennel No. 1. 23" x 16" x 18" high. Cost \$9.50. For pets up to 15 inches high at the shoulder and weighing no more than 30 pounds.  
Kennel No. 2. 36" x 23" x 26" high. Cost \$14.00. For pets up to 25 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.

# ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights (indicated by P) offering maximum allocated freight capacity. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

## AAXICO AIRLINES (AX)

121 Ex 67	123 Ex 71	C-46	122 Ex 67	120 Ex 67
2359	0430	Read Down Read Up	0255	0559
↓	↓	Lv N. Y. (IDL).Ar	↑	↑
0430	0855	Ar PHILA.....Lv	2230	0149
0525		Lv PHILA.....Ar		0040
f		Ar BALTIMORE...Lv		f
f		Lv BALTIMORE...Ar		f
0659		Ar ATLANTA.....Lv		2130
		Lv ATLANTA.....Ar		
		Ar BIRMINGHAM..Lv		
		Lv BIRMINGHAM..Ar		
		Ar NEW ORLEANS..		

f - FLAG STOP will be made as indicated for 5,000 pounds or more on request.

## AER LINGUS (ALT)

82MO Ex 6	830 5	850 14	860 2	842 4	820 24 6	800 13 5	DC-3	801 13 5	821 24 6	843 4	861 2	851 14	831 5	821M Ex 6
2020	1215	0845	0845	1520	1030	1030	Read Down Read Up	1640	1435	2000	1300	1320	1645	2345
↓	↓	↓	↓	↓	↓	↓	Lv DUBLIN.....Ar	1425	↑	↑	↑	↑	↑	↑
2135				1655	1145		Ar LONDON.....Lv		1315					2225
							Lv LONDON.....Ar							
							Ar MANCHESTER..Lv							
							Lv MANCHESTER..Ar							
							Ar BIRMINGHAM..Lv			1825				
							Lv BIRMINGHAM..Ar							
							Ar CARDIFF.....Lv				1125			
							Lv CARDIFF.....Ar					1150		
							Ar LULSGATE.....Lv						1520	
							Lv LULSGATE.....Ar							
							Ar RENFREW.....Lv							

## AEROFLOT (AFL)

125 Ex 3	IL-12	126
Read Down	Read Up	
0740	Lv MOSCOW, Vnukovo.....Ar	
1020	Ar KIEV.....Lv	
1110	Lv KIEV.....Ar	
1240	Ar ODESSA.....Lv	
1330	Lv ODESSA.....Ar	
1400	Ar BUCHAREST, Baneasa.....Lv	
1445	Lv BUCHAREST, Baneasa.....Ar	
1600	Ar SOFIA, Vrajdebna.....Lv	

## AEROLINEAS ARGENTINAS (ARG)

692 1 36	620 2 57	C-47	621 1 36	693 1 36
Read Down	Read Up			
0900	Lv BUENOS AIRES.....Ar		0130	
1120	Ar BAHIA BLANCA.....Lv		2310	
1135	Lv BAHIA BLANCA.....Ar		2255	
1420	Ar TRELEW.....Lv		2025	
1435	Lv TRELEW.....Ar		2010	
1605	Ar COMODORO RIVADAVIA.....Lv		1845	
1635	Lv COMODORO RIVADAVIA.....Ar		1830	
1745	Ar PUERTO DESEADO.....Lv		1720	
1800	Lv PUERTO DESEADO.....Ar		1705	
1905	Ar SAN JULIAN.....Lv		1610	
1920	Lv SAN JULIAN.....Ar		1550	
1950	Ar SANTA CRUZ.....Lv		1520	
2005	Lv SANTA CRUZ.....Ar		1505	
2055	Ar RIO GALLEGOS.....Lv		1415	
0830	Lv RIO GALLEGOS.....Ar		1330	
0940	Ar RIO GRANDE.....Lv		1220	
0955	Lv RIO GRANDE.....Ar		1205	
1045	Ar USHUAIA.....Lv		1115	

## AEROVIAS VENEZOLANAS (AVENSA)

583 Ex 3	582 Ex 3	618 3	C-46	584 Ex 3	581 Ex 3	617 4
Read Down	Read Up					
0530	0500	1200	Lv MAIQUETIA.....Ar	0915	1100	1515
0630	↓	↓	Ar BARCELONA.....Lv	↑	↑	↑
0645			Lv BARCELONA.....Ar			
0705			Ar CUMAN.....Lv			
0720			Lv CUMAN.....Ar			
0740			Ar PORLAMAR.....Lv	0800	0905	
			CORO.....Ar		0850	
			LAS PIEDRAS.....Lv		0830	
			Lv LAS PIEDRAS.....Ar		0815	
			Ar MARACAIBO.....Lv		0720	
			KINGSTON.....Ar		1030	
			Lv KINGSTON.....Ar		1000	
			Ar MIAMI.....Lv		0700	

## AIR FRANCE (AF)

5610 DC-4 2	1185 DC-3 46	899 DC-3 46	DC-3	DC-4	898 DC-3 Ex.6	5611 DC-4 3
Read Down	Read Up					
0340	Lv LONDON Airport Central.....Ar		0030			
0200	Ar PARIS, Orly.....Lv		2340			
0150	Lv PARIS, Orly.....Ar					
0430	Ar MARSEILLE, Marnage.....Lv					
	Lv DOUALA.....Ar					
	Ar YAOUNDE.....Lv					
	Ar N'GAOUNDERE.....--					
1500						0820
1710						0630

## ALL NIPPON AIRWAYS

68 Ex 1	18 Ex 1	Read Down	Read Up	17 Ex 1	67 Ex 1
2130		Lv FUKUOKA.....			0550
2340		Ar OSAKA.....Ar	0300		0330
	0010	Lv OSAKA.....Lv	↑		
	0230	Ar TOKYO.....	0030		
		Lv TOKYO.....			

## AIR JORDAN (AJ)

901 5	C-46	900 5
Read Down	Read Up	
0300	Lv AMMAN.....Ar	1300
0930	Ar BEIRUT.....Lv	1130

## AVIATECA (GU)

1 35	36	Read Down	Read Up	25	1 35
0830		Lv NEW ORLEANS.....Ar		1400	
↓	0600	Lv MIAMI.....Ar	1820	↑	
1400	1020	Ar GUATEMALA.....Lv	1220	0830	

02	123	45	2330	↓	0220	*If c
29	L	2	46	2205	0445A	2
				↓	0210	(
A-ARR						
						00
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						1
						1

**SOUTH**

875	22 30
↓	
00 14	
00 35	
02 42	
02 25	
09 53	

AMERICAN AIRLINES (AA)

ANSETT-AUSTRALIAN NATIONAL (ANA)

367	337	335	331	353	357	351	347	345	385	388			387	386	346	348	352	358	354	332	336	338	368
170	170	DC-4	170	170	170	170	170	DC-4	DC-4	DC-3	DC-3:	DC-4	DC-3	DC-4	DC-4	170	170	170	170	170	170	170	170

**ASA INTERNATIONAL AIRLINES**

G-32

## BRANIFF AIRWAYS (BN)

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Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### BRITISH EUROPEAN AIRWAYS (BEA)

V-Vickers Viscount; L-Leopard Freighter;										22	22	07	31	09	03	15	37	03
Read Down										Read Up		22	07	31	09	03	15	37
02	36	16	02	08	06	21	21			22	22	07	31	09	03	15	37	03
123	57	Ex 1	7	25	35	234	7			56	7	57	7	46	56	Ex 1	57	7
2330	0130	0100	0030	2245	0200	0001	0110	Lv LONDON.....Ar		0450	0550	1840*	1335	0625	0500	0730	0545	0600
						0210	0320	Ar PARIS.....Lv		0440	0540							
								Ar NICE.....Lv										
								Ar NICE.....Lv										
								Ar MILAN.....Lv										
								Ar ROME.....Lv										
								Ar AMSTERDAM.....Lv										
								Ar COPENHAGEN.....Lv										
								Ar BRUSSELS.....Lv										

\*If call is made at Nice (Ar 1515, Lv 1615) arrival at London will be 2015.

### LONDON-DUSSELDORF-STUTTART-FRANKFURT (BEA)

L-Leopard Freighter										28	30	26
Read Down										Read Up		
29	25	27								28	30	26
2	3	5								6	7	4
2205	2205	2300	Lv LONDON.....Ar							0730	0750	0900
045A		0230	Ar DUSSELDORF.....Lv							0555	0615	0725
			Ar STUTTART.....Lv								0445	0555
			Ar FRANKFURT.....Lv								0330	0405

A-Arrives Dusseldorf via Frankfurt, Flt. 30.

### CANADIAN PACIFIC AIR LINES (CPA)

C-46										Read Up		
Read Down												
55	55											
4	5											
0800	0800	Lv EDMONTON, Municipal.....										
0930	0930	Ar PORT McMURRAY.....										
0945	0945	Lv PORT McMURRAY.....										
	1115	Ar URAMI CITY.....										
		Ar PORT SMITH.....										
		Lv PORT SMITH.....										
		Ar YELLOWKNIFE.....										

### BRITISH OVERSEAS AIRWAY (BA), QANTAS EMPIRE (EM)

H-Hermes										Read Up		
Read Down												
EM	EM	BA										
562	592	776										
DC-4	DC-4	H										
A-3	B-3	6										
			Lv LONDON, Airport North Ar							1930		
			Ar FRANKFURT.....Lv							1810		
			Ar BEIRUT.....Lv							04005		
			Ar DAMASCUS, Mezze.....Lv							2245		
			Ar BAHRAIN, Muharraq.....Lv							1830		
			Ar KARACHI, Civil.....Lv							1210		
			Ar DELHI, Palam.....Lv							07304		
			Ar CALCUTTA, Dum Dum.....Lv							1610		
			Ar BANGKOK, Don Muang.....Lv							1130		
			Ar SINGAPORE.....Lv							06303		
			Lv SINGAPORE.....Ar							1345		
			Ar DJAKARTA, Kemajoran.....Lv							1045		
			Ar DARWIN.....Lv							0330203302		
			Ar SYDNEY.....Lv							1700117001		

A - Alternate Wed.  
B - Alternate Wed.  
C - Alternate Mon.  
D - Alternate Mon.



# SEND IT BY CAPITAL VISCOUNT



### NOW! ALSO SERVING FLORIDA!

SOUTHBOUND										NORTHBOUND									
821	823	825	Read Down							829	831	833	Read Up						
			22 00 Lv ROCHESTER (EST) Ar										06 04						
			22 25 Lv BUFFALO (EST) Ar										05 54						
			22 45 Lv GRAND RAPIDS (EST) Ar										05 54						
			23 00 Lv FLINT (EST) Ar										05 54						
			23 15 Lv CLEVELAND (EST) Ar										05 54						
			23 30 Lv PITTSBURGH (EST) Ar										05 54						
			23 45 Lv TAMPA (EST) Ar										05 54						
			23 55 Lv MIAMI (EST) Ar										05 54						

SOUTHBOUND										NORTHBOUND									
875	871	873	Read Down							870	874	872	862	Read Up					
			22 30 Lv NEW YORK, LaGuardia (EST) Ar											05 53					
			23 00 Lv NEW YORK, Newark (EST) Ar											04 23					
			23 15 Lv PHILADELPHIA (EST) Ar											04 23					
			23 30 Lv WASHINGTON (EST) Ar											04 23					
			23 45 Lv WASHINGTON (EST) Ar											04 23					
			23 55 Lv PITTSBURGH (EST) Ar											04 23					
			24 00 Lv ATLANTA (EST) Ar											04 23					
			24 15 Lv ATLANTA (EST) Ar											04 23					
			24 30 Lv BIRMINGHAM (EST) Ar											04 23					
			24 45 Lv MOBILE (EST) Ar											04 23					
			25 00 Lv NEW ORLEANS (EST) Ar											04 23					

WESTBOUND										EASTBOUND										
821	875	823	831	841	Read Down					Read Up					800	820	830	840	822	874
					Lv	NEW YORK, Newark	(EST)	Ar							02 50	02 25				
					Lv	NEW YORK, LaGuardia	(EST)	Ar												
					Lv	PHILADELPHIA	(EST)	Ar												
					Lv	WASHINGTON	(EST)	Ar												
					Lv	PITTSBURGH	(EST)	Ar												
					Lv	CLEVELAND	(EST)	Ar												
					Lv	CLEVELAND	(EST)	Ar												
					Lv	DETROIT	(EST)	Ar												
					Lv	DETROIT	(EST)	Ar												
					Lv	CHICAGO, Midway	(CST)	Ar												
					Lv	MILWAUKEE	(CST)	Ar												
					Lv	MILWAUKEE	(CST)	Ar												
					Lv	MILWAUKEE	(CST)	Ar												

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

641C	201C	215C	621C	631C	641C	C-47		630C	630C	620C	200C	640C
⑤	③	②④	②	④⑥	④⑥	Read Down	Read Up	④⑥	①⑤	②	②③	⑤
0700	0700	0730	0600	0600		Lv MEXICO, D.F. ....	Ar		1345	1645	1855	1640
0840	0840	↓	0740	0740		Ar VERACRUZ ....	Lv		1200	↑	1715	1500
0930	0930	↓	0830	0830		Lv VERACRUZ ....	Ar		1130	↑	1645	1400
1030	1030	↓	0930	0930		Ar MINATITLAN ....	Lv					
1100	1100	↓	1000	1000		Lv MINATITLAN ....	Ar					
		0910				Ar OAXACA ....	Lv					
		0935				Lv OAXACA ....	Ar					
		1025				Ar IXTEPEC ....	Lv					
		1045				Lv IXTEPEC ....	Ar					
	1200	1145	↓	↓		Ar TUXTLA ....	Lv					
	1230	1210				Lv TUXTLA ....	Ar					
<u>1145</u>			1045	1045		Ar VILLAHERMOSA ....	Lv					
	↓		1115	1115		Lv VILLAHERMOSA ....	Ar					
	<u>1330</u>	<u>1310</u>	↓	↓		Ar TAPACHULA ....	Lv				<u>1415</u>	<u>1230</u>
			<u>1200</u>	<u>1200</u>		Ar C. DEL CARMEN ....	Lv		0900	1300		
						Lv C. DEL CARMEN ....	Ar					
					1350	Ar CAMPECHE ....	Lv					
					1505	Lv CAMPECHE ....	Ar					
						Ar CHETUMAL ....	Lv	1715				
								1600				

	920C C82 ④	920C ②	930C ⑥	410C ③④ ⑤⑥	Read C-47 Down	C-82 Read Up	411C ③④ ⑤⑥	931C ①	921C ③	921C ⑥	921C C82 ⑤
	0700	0700	0700		Lv MEXICO, D.F.	Ar		1415		1500	1400
	0900	0920	0920		Ar GUADALAJARA	Lv		1215		1300	1200
	0930	1000	1000	0700	Lv GUADALAJARA	Ar	1140	1145	0605		1130
	↓	↓	↓	0750	Ar MASCOTA	Lv	↑	↑	↑		↑
				0810	Lv MASCOTA	Ar					
				0830	Ar TALPA	Lv					
				0850	Lv TALPA	Ar					
				0920	Ar PUERTO VALLARTA	Lv	1030				
	1010	1055	1055		Ar MAZATLAN	Lv		0900	0320		0850
	1040	1120	1120		Lv MAZATLAN	Ar		0835	0255		0820
	1345	1430	1430		Ar HERMOSILLO	Lv		0530	2350		0530
	1415	1455			Lv HERMOSILLO	Ar			2325		2120
	1520	1615			Ar MEXICALI	Lv			2000		↑
	1605	1640			Lv MEXICALI	Ar			1915		
	1650	1720			Ar TIJUANA	Lv			1830		1800

**DELTA AIRLINES (DL)**

Super D-46R			28X ③	24X ①②	26X ⑥⑦	22X ⑥⑦
27X ①②	29X ⑥⑦	25X ⑥⑦	Read Down	Read Up		
	2230		Lv NEWARK.....	Ar	1849	1008
	2306		Ar PHILADELPHIA.....	Lv	f	0936
	0010		Lv PHILADELPHIA.....	Ar	↑	0856
	f		-- BALTIMORE.....	--	f	f
	f		-- WASHINGTON.....	--	f	f
		2330	Ar CHICAGO (Midway).....	Lv	↑	0226
	0154		Ar CINCINNATI.....	Lv	f	f
	0234		Lv CINCINNATI.....	Ar		f
		f	LEXINGTON.....		f	f
		f	KNOXVILLE.....		f	f
	0259		Ar CHARLOTTE.....	Lv	f	f
	0339		Lv CHARLOTTE.....	Ar	↑	↑
		f	GREENVILLE*.....		f	f
		f	CHATTANOOGA.....		f	f
	0507	0447	Ar ATLANTA.....	Lv	1509	0010
0430	0707	0647	Lv ATLANTA.....	Ar	1409	0423
f			Ar BIRMINGHAM.....	Lv	1222	0236
f			Lv BIRMINGHAM.....	Ar	1147	0156
f			JACKSON.....		↑	↑
	0835		Ar NEW ORLEANS.....	Lv	↑	↑
	0923		Lv NEW ORLEANS.....	Ar	1343	↑
	f		BATON ROUGE.....		↑	↑
	f		ALEXANDRIA.....		↑	↑
	1113		Ar HOUSTON.....	Lv	↑	2256
	1153		Lv HOUSTON.....	Ar	↑	2216
0738	1307		Ar DALLAS.....	Lv	0900	2045
		f	MACON.....			f
		f	SAVANNAH.....			f
	0817	Ar	JACKSONVILLE.....	Lv		2130
	0857	Lv	JACKSONVILLE.....	Ar		2050
	1053	Ar	MIAMI.....	Lv		1900

FS - Flag-Stop for 2,000 lbs. minimum.  
\*Minimum requirement at Greenville 2,500 lbs.

**COMPANIA CUBANA  
DE AVIACION (CU)**

461 X	C-46	460 X
Read Down	Read Up	
0930	Lv MIAMI, InternationalAr	0745
1045	Ar HAVANA, Jose Marti..Lv	0630

### EAST AFRICAN AIRWAYS (EC)

043	063	035	DC-3		042	062	064	036
②⑤	③	②⑤	Read Down	Read Up	②	⑤	⑥	①④
0730	0730	1230	Lv NAIROBI.....Ar		1825	1755	1550	1305
↓	↓	1415	Ar MOSHI.....Lv					1115
		1745	Ar ZANZIBAR.....Lv					0745
		1800	Lv ZANZIBAR.....Ar					0725
		1825	Ar DAR-ES-SALAAM.....Lv					0700
			Ar MWANZA.....Lv					
1040	1010		Ar ENTEBBE.....Lv				1310	
	1150						1130	
1110			Lv ENTEBBE.....Ar					
1220			Ar KASESE.....--					
1240			Lv KASESE.....--					
1350			Ar ENTEBBE.....Lv		1620	1500		

## EASTERN AIR LINE, INC. (EA)

357 ✕	541 ✕	517 ②③④ ⑤⑥	449 ✕	533 ✕	323 ✕	533 ✕	523 ✕	Lockheed Constellation Speedpack		450 ✕	654 ✕	200 ②③④ ⑤⑥⑦	522 ②③④ ⑤⑥⑦	552 ①②③ ④⑤⑦	324 ✕	516 ①②③ ④⑤	552 ✕
								Read Down	Read Up								
0045 ↓	2355 ↓ 0410	0725 ↓ 1218	2345 ↓	2200 0206	2030 2321	0250 ↓ 0558	1945 ↓ 2011	Lv NEW YORK (LGA).....Ar		0520 ↑	0510 ↑			0700 ↑ 0255	1740 1230	2202 ↑ 1730	0219 ↑ 2300
0520			0415					Ar ATLANTA.....Lv				1801 ↑	1139 0600				
								Ar ATLANTA.....Ar									
								Ar NEW ORLEANS.....Lv									
								Ar MOBILE.....Lv									
								Ar MIAMI.....Lv			0045	1415					
								Ar ST. LOUIS.....Lv		2300							

In addition to the above schedules special Speedpacks may be operated between other points upon request when a volume of freight warrants such service. Traffic must be received two hours prior to schedules departure time for routing on Speedpack equipment.

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### FLYING TIGER LINE (FT)

182 H #Ex 5 6 7	182 H #Ex 5 6 7	282 H #Ex 5 6 7	284 H #Ex 5 6 7	284 H #Ex 5 6 7	284 H #Ex 5 6 7	362 C-46 #Ex 7	H-Super H Constellation C-46	181 H #Ex 7	281 H #Ex 1	283 H #Ex 6 7	361 C-46 #Ex 7
							Read Down				
							Read Up				
							Lv SEATTLE.....Ar				
							Lv PORTLAND.....Lv				
							Lv PORTLAND.....Ar				
							Lv SAN FRANCISCO/OAK..Lv				
							Lv SAN FRANCISCO/OAK..Ar				
							Lv LOS ANGELES BUR....Lv				
							Lv LOS ANGELES BUR....Ar				
							Lv MINNEAPOLIS/STP....Lv				
							Lv MINNEAPOLIS/STP....Ar				
							Lv CHICAGO MDW.....Lv				
							Lv CHICAGO MDW.....Ar				
							Lv DETROIT.....Lv				
							Lv DETROIT.....Ar				
							Lv CLEVELAND.....Lv				
							Lv CLEVELAND.....Ar				
							Lv BINGHAMTON.....Lv				
							Lv BINGHAMTON.....Ar				
							Lv NEW YORK EWR.....Lv				
							Lv NEW YORK EWR.....Ar				
							Lv HARTFORD/SPRINGFLD..Lv				
							Lv HARTFORD/SPRINGFLD..Ar				
							Lv BOSTON.....Lv				
							Lv BOSTON.....Ar				
							Lv PROVIDENCE.....Ar				

### HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

127A ④	121A ⑦	129A ⑦	DC-3 Read Down	130A ③	122A ③	128A ⑥
			Read Up			
0920	0725	0725	Lv LONDON.....Ar	1335	2030	0855
	1005	1005	Ar FRANKFURT..Lv		1930	
	1120	1120	Lv FRANKFURT..Ar		1815	
1520	1520	1520	Ar MALTA.....Lv	0910	1355	0430
1635	1635	1635	Lv MALTA.....Ar	0755	1240	0315
⑤	①	①				
0015	0015	0015	Ar KHARTOUM..Lv	0150	0635	2110
0130	0130	0130	Lv KHARTOUM..Ar	0035	0520	1955
0600	0600	0600	Ar ADEN.....Lv			
0900	0900	0900	Lv ADEN.....Ar			
1320	1320	1320	Ar NAIROBI...Lv	2100	0145	1620
					②	
1620	1620	1620	Lv NAIROBI...Ar	1800	2245	
2020	2020	2020	Ar SALISBURY..Lv	1200	1645	
	①	①		96		
	②	②		②		
2135	2230	2230	Lv SALISBURY..Ar	0800	1530	
②	②	②				
0005	0215	Ar JOHANNESBURG		0415	1300	

### IRANAIR (IRA)

267 ①	Read Down	DC-4	Read Up	266 ②
0001	Lv TEHERAN.....Ar		2350	
0405	Ar ANKARA.....Lv		1715	
0600	Lv ANKARA.....Ar		1545	
1415	Ar FRANKFURT.....Lv		0530	

### INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	367	369	381	381	391	376	
Read Down	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘	⌘			⑤		
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	1430	1530	0700	0350	0400		
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																					0505		
GAUHATI, Kahikuchi...Lv																												0635	0800	
AGARTALA, Singherbhl...Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505	1550	1650			0855	0545	0905
BAGDOGRA .....Ar																												0825		
MOHANBARI, Mcpl....Ar																														
RETURN																														
Read Down	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375	
MOHANBARI, Mcpl....Lv																												0855		
BAGDORA .....Lv																												0820		
AGARTALA, Singherbhl...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720		0615	0925		0820
GAUHATI, Kahikuchi...Ar																												1035	0725	
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																					1105		
CALCUTTA, Dum Dum...Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1200	1310		

### KLM ROYAL DUTCH AIRLINES (KL)

SR 705 DC-3	KL5 DC-3	KL41 DC-3	SN 103 DC-3	KL3 DC-3	KL1 DC-3	KL72 1049H	KL68 DC-6A	KL62 1049H	Super Constellation 1049H DC-6A DC-3	KL61 1049H	KL63 1049H	KL65 1049H	KL71 1049H	KL2 DC-3	KL8 DC-3	KL4 DC-3	SN 104 DC-3	KL42 DC-3	KL 6 DC-3	SR 704 DC-3
Read Down	②	③	③	③	③	①	④	③	Read Down	⑥	⑤	①	②	③	④	④	③	③	③	③
Read Up	③	④	④	④	④	②	⑤	⑥	Read Up	⑦	⑥	②	③	④	⑤	⑤	④	④	④	④
Lv NEW YORK.....Ar									Lv NEW YORK.....Ar	1605	1055	0505	1750							
-- MONTREAL.....Lv									-- MONTREAL.....Lv	1420		0320								
-- MONTREAL.....Ar									-- MONTREAL.....Ar	1320		0220								
Lv GLASGOW.....Lv									Lv GLASGOW.....Lv	0345		1645								
Lv GLASGOW.....Ar									Lv GLASGOW.....Ar	0215		1515								
Lv AMSTERDAM.....Lv									Lv AMSTERDAM.....Lv	0001	0001	1400								
Ar CURACAO.....Ar									Ar CURACAO.....Ar				1050							
Lv AMSTERDAM.....Ar									Lv AMSTERDAM.....Ar					0315	1120	2120	0250	2105	0245	0300
Ar LONDON (North).....Lv									Ar LONDON (North).....Lv					0025	0830	1830		1900	① ② ③	
Ar BRUSSELS.....Lv									Ar BRUSSELS.....Lv										④ ⑤	
Ar PARIS (ORLY).....Lv									Ar PARIS (ORLY).....Lv										2350	
Ar COPENHAGEN.....Lv									Ar COPENHAGEN.....Lv											
Ar BASLE.....Lv									Ar BASLE.....Lv											
Lv BASLE.....Ar									Lv BASLE.....Ar											
Ar ZURICH.....Lv									Ar ZURICH.....Lv											

X-Operates once every two weeks.

### LANICA AIRLINES (NI)

401 C-46	403 C-46	411 V	C-46 V-Viscount	410 V	402 C-46	404 C-46
②	⑤	③ ⑤	Read Down	④ ⑥	①	④
0500	0500	0700	Lv MIAMI.....Ar	1945	1130	1130
0915	0915	1000	Ar MANAGUA.....Lv	1445	0500	0500
		1045	Lv MANAGUA.....Ar			
		1600	Ar GUAYAQUIL.....Lv	1050		
		1645	Lv GUAYAQUIL.....Ar	1005		
		1955	Ar LIMA.....Lv	0700		



3
2 3
4 5
6 7

**LINEA AEROPOSTAL VENEZOLANA (LV)**

262 X	C-46		263 X
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia	Ar	1500
↓	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

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036 ①	034 ②④	032 ③⑤	Germany-England Viking		H037 ②③④ ⑤⑥
		Read Down		Read Up	
2200 ↓	2100 2150 2230 ↓	2315 ↓	Lv FRANKFURT . . . . .	Ar	0800 ↑
2255			Ar STUTTGART . . . . .	Lv	
2345			Lv STUTTGART . . . . .	Ar	
0055	0055	0055	Lv DUSSELDORF . . . . .	Lv	0700
			Ar DUSSELDORF . . . . .	Ar	0610
			Ar LONDON . . . . .	Lv	0305

722	722	722L	DC-3		721	721L
④	④	⑥	Read Down	Read Up	⑦	⑤
0515	0515	0515	Lv	PERTH	Ar	1330
0700	0700	0700	Ar	GERALDTON	---	1505
0720	0720	0720	Lv	GERALDTON	---	↑
0915	0915	0915	Ar	CARNARVON	---	↑
0935	0935	0935	Lv	CARNARVON	---	↑
1140	1140	1140	Lv	ONSLOW	---	↑
↓	1215	↓	Lv	MARDIE	---	↑
1305	1315	1305	Lv	MEEKATHARRA	---	1225
1355	1405	1355	Ar	MEEKATHARRA	---	1205
1425	1435	1425	Lv	ROEBOURNE	---	↑
1600	1610	↓	Ar	PORT HEDLAND	Lv	0905
1715	1715	1640	Lv	PORT HEDLAND	Ar	0845
1800	1810	1735	Lv	ANNA PLAINS	---	↑
			Lv	BROOME	---	↑
			Ar	DERBY	Lv	0615
						0605

122 ✳	106 ✳	DC-3		119 ✳
		Read Down	Read Up	
0425	0455	Lv SINGAPORE . . . . .	Ar	0330
0600	↓	Ar KUALA LUMPUR . . . . .	Lv	0200
	0700	Ar IPOH . . . . .	--	
	0730	Lv IPOH . . . . .	--	
	0810	Ar PENANG . . . . .	--	

25 ④	DC-3, C-46, DC-4	26 ④
	Read Down	Read Up
1100	Lv MONCTON . . . . .	1930
1430	Ar GOOSEBAY . . . . .	1600

524 ① 2 ③ 4 5 6 7	526 ① 2 ③ 4 5 6 7	528 ① 2 ③ 4 5 6 7	580 ① 2 ③ 4 5 6 7	DC-6 Combination	581 ① 2 ③ 4 5 6 7	527 ① 2 ③ 4 5 6 7	525 ① 2 ③ 4 5 6 7	523 ① 2 ③ 4 5 6 7
0015			0730	Lv ANCHORAGE.....Ar	0455			
0107			1500	Lv SEATTLE.....Lv	0115			
0135				Lv SEATTLE.....Ar				2215
0844				Lv PORTLAND.....Lv				2125
				Lv PORTLAND.....Ar				2105
				Ar BILLINGS.....Lv				1905
				Lv BILLINGS.....Ar				1825
				Ar MINNEAPOLIS.....Lv				1605
				Lv MINNEAPOLIS.....Ar				
				Ar MADISON.....Lv				
				Lv MADISON.....Ar				
	2130	1300		Ar MILWAUKEE.....Lv		0512	1803	
	↓	1407		Lv MILWAUKEE.....Ar		↑	1650	
		1425		Ar DETROIT (RML).....Lv			1631	
	2251	1501		Lv DETROIT (RML).....Ar		0340	1555	
	2320	1520		Ar NEW YORK (IDL).....Lv		0309	1534	
	0133	1733				0250	1515	
	0205	1800				0220	1450	
	0410	2005				2345	1215	

061 DC-3 X x ⑥	061 DC-3 ⑥
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1130	0945
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504	574
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③	⑦
1420	1715

1210	↑
1055	
1000	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

(PAA)

363	355	355	393	383	361	361	361	371	371	C-54		372	372	384	362	362	362	352	352	356	364	392
③	④	⑥	⑦	④	⑥	③	①②	③⑥	⑦	Read Down	Read Up	②⑤	⑥	③	⑦④	③	②	①	④	⑥	⑦⑤	⑥
				500					545	Lv HOUSTON.....Ar		1630	1650									
				845				200	845	Lv NEW ORLEANS.....Ar		1800	1415									
				945						Lv MIAMI.....Ar												
				1305						Lv HAVANA.....Ar												
										Ar HAVANA.....Lv												
										Ar MEXICO, D.F.....Lv												
										Lv MEXICO, D.F.....Ar												
										Ar GUATEMALA.....Lv		1300										
												⑨②										
												④⑤										
												1200										
										Lv GUATEMALA.....Ar		f	900									
										Ar SAN SALVADOR.....Lv												
										</												

RIDDLE AIRLINES (RD)

201 ✕Ex ⑦	205 ✕	207 ✕Ex ⑦①	401 ✕Ex ⑥⑦	451 ✕Ex ⑦①	403 ✕Ex ⑦	411 ✕Ex ⑥⑦	413 ✕Ex ⑥⑦	301 ✕	601 ✕Ex ⑦①	415 ⑥	C-46		208 ✕Ex ⑥	402 ✕Ex ⑥	452 ✕Ex ⑥⑦	202 ✕Ex ⑥⑦	204 ✕	404 ✕Ex ⑥⑦	412 ✕Ex ⑦①	302 ✕	600 ✕Ex ⑦①
											Read Down	Read Up									
2359 ↓	0010 ↓	0100 ↓	2205 ↓	0200 0250 0330 ↓	1300 ↓				1100 ↓		Lv BOSTON.....Ar		0230 ↑	0255 ↑	0600 0510 0430 ↑	0300 ↑	0500 ↑	0425 ↑			0600 ↑
0515	0700	1250	0650	1350							Ar NEW YORK.....Ar										
											Ar CHICAGO.....Ar										
											Ar DETROIT.....Ar										
											Lv CLEVELAND.....Lv										
											Ar CLEVELAND.....Ar										
											Lv PHILADELPHIA.....Lv										
											Ar PHILADELPHIA.....Ar										
											Lv ATLANTA.....Lv										
											Ar ATLANTA.....Ar										
											Lv ORLANDO.....Lv										
											Ar ORLANDO.....Ar										
											Lv TAMPA.....Lv										
											Ar TAMPA.....Ar										
											Lv W. PALM BEACH.....Lv										
											Ar W. PALM BEACH.....Ar										
											Lv MIAMI.....Lv										
											Ar MIAMI.....Ar										
											Ar SAN JUAN.....Lv										
													1650 ↑	1905 ↑	2030 ↑	2100 ↑	2300 ↑	2130 ↑			1235 0800 2300 ↑

RUTAS AEREAS NACIONALES (RANSA)

③	①	④	②	⑤	⑦	C-46; C-47		②	⑤	⑦	①	④	③
2000	0145	0005	2200	0145	0005	Read Down	Read Up	1415	1800	2045	1900	1800	1415
2300	0445	0305	0100	0445	0305	Lv MIAMI, International.....Ar					1200	1100	
2345	0530	0350	0145	0530	0350	-- BARCELONA, Muntadas.....Lv							
F	F	F	F	F	F	-- BARCELONA, Muntadas.....Ar							
0445	1000	0820	0545	1000	0820	Ar KINGSTON, Palisadoes.....Lv							
						Lv KINGSTON, Palisadoes.....Ar							
						-- ARUBA.....Lv							
						Ar MARACAIBO, Gr. De Oro.....Lv							
						-- MARACAIBO, Gr. De Oro I.....Ar							
						Ar CARACAS, Maiquetia.....Lv							



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# SABENA BELGIAN AIRLINES (SAB)

247 C-47 ③ ⑦	104 C-47 ② ③ ④ ⑤ ⑥	205 C-47 A ② ③ ④ ⑤	149 DC-6A ② ④	DC-6A	C-47	206 C-47 ③ ④ ⑤ ⑥	206 C-47 D ⑤	150 DC-6A P ① ⑤ ⑥ ⑦	103 C-47 ② ③ ④ ⑤	248 C-47 ③ ⑤ ⑦
Read Down					Read Up					
0655	0145	2200	2230	Lv BRUSSELS.....Ar	0420	0520	1810	0445	2020	
	0250	2255	2330	Ar LONDON.....Lv	0130	0230				
				Lv LONDON.....Ar						
				Ar MANCHESTER.....Lv			1530	0345	1555x	
				Ar AMSTERDAM.....Lv					1505x	
				Ar NICE.....Lv					1345	
				Lv NICE.....Ar						
				Ar MILAN.....Lv						

x Optional Landing

211 C-47 6	101 C-47 x	215 C-47 ①	115 DC-6A ② B	213 C-47 ③	213 C-47 ④	113 DC-6A ④ D	213 C-47 ⑤	DC-6A	C-47	216 C-47 ①	118 C-47 ② A	218 C-47 ③	218 C-47 ④	114 C-47 ④ C	218 C-47 ⑤	212 C-47 ⑥	102 C-47 Ex ①
Read Down				Read Up													
0835	2105	1735	1600	1345	1345	1500	1345	Lv BRUSSELS.....Ar	2040	2040	2040	2040	2020	2040	2020	0100	
	2235	1845						Ar PARIS.....Lv	1930	1930	1930	1930	1930	1930	1930	2335	
			1730			1700		Ar NICE.....Lv		1910	1910	1910	1800	1800	1800		
								Ar COLOGNE.....Lv									
								Lv COLOGNE.....Ar									
								Ar FRANKFURT.....Lv									
								Ar STUTTGART.....Lv									
								Lv STUTTGART.....Ar									
								Ar NUREMBERG.....Lv									
								Lv NUREMBERG.....Ar									
								Ar VIENNA.....Lv									

LE 105 ①	LE 099 ②	LE 107 ③	LE 101 ④	LE 103 ⑤	DC-4	LE 106 ①	LE 100 ②	LE 108 ④	LE 102 ⑥	LE 104 ⑦
Read Down						Read Up				
0100	0100	0700	0100	0100	Lv BEIRUT.....Ar	1730	1100	1445	1100	1800
		1115			Ar BAGHDAD.....Lv			1230		
		1215			Lv BAGHDAD.....Ar			1130		
		1500			Ar TEHERAN.....Lv			1000		
					Ar KUWAIT.....Lv	1400	0730		0730	1430
					Lv KUWAIT.....Ar	1300				1330
					Ar DHARHAN.....Lv					
					Lv DHARHAN.....Ar					
					Ar DOHA.....Lv					
					Lv DOHA.....Ar					
					Ar BAHRAIN.....Lv	1230				1300

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran.  
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.  
No Local Traffic Between Kuwait and Bahrain in Either Direction.  
No Local Traffic Between Baghdad and Teheran in Either Direction.

121 ⑤	DC-6A	122 ④
Read Down		Read Up
1100	Lv BRUSSELS.....Ar	0910
1900	Ar TRIPOLI.....Lv	
1945	Lv TRIPOLI.....Ar	0140
0210	Ar KANO.....Lv	
0255	Lv KANO.....Ar	
0920	Ar FORT LAMY.....Lv	
	Ar STANLEYVILLE.....Lv	
	Ar LEOPOLDVILLE.....Lv	1200

279 DC-4 ③	295 C-47 ②	DC-4	C-47	294 C-47 ③	478 DC-4 ②
Read Down			Read Up		
1515	Lv BUKAVU.....Ar			1100	
1545	Ar USUMBURA.....Lv			1030	
1000	Lv USUMBURA.....Ar				1100
1230	Ar KAMINA.....Lv				
1315	Lv KAMINA.....Ar				
1415	Ar KOLWEZI.....Lv				
1450	Lv KOLWEZI.....Ar				
1545	Ar ELIZABETHVILLE.....Lv				0800

484 DC-4 P ①	464 DC-4 ⑤ A	DC-4	C-47	485 DC-4 ②	464 C-47 ②
Read Down			Read Up		
0600	Lv LEOPOLDVILLE.....Ar				1730
0880	Ar COQUILHATVILLE.....Lv				1530
0900	Lv COQUILHATVILLE.....Ar				1500
	Ar BOENDE.....Lv				
	Lv BOENDE.....Ar				
	Ar LIBENGE.....Lv				1315
	Lv LIBENGE.....Ar				
1445	Ar STANLEYVILLE.....Lv			1020	
1635	Ar BUNIA.....Lv			0830	

A-Irregular flight.

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### SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300		Lv MIAMI.....Ar		2000
0800		Ar SAN ANDRES.....Lv		
0900		Lv SAN ANDRES.....Ar		
1115		Ar CARTAGENA.....Lv		
1200	1145	Lv CARTAGENA.....Ar	1445	
	1215	Ar BARRANQUILLA.....Lv	1415	1400
		Lv BARRANQUILLA.....Ar	1315	1300
1350	801			
	③	Ar MEDELLIN.....Lv	1130	
1450	0600	Lv MEDELLIN.....Ar	1030	
1550	0700	Ar BOGOTA.....Lv	0930	1100
1645	0800	Lv BOGOTA.....Ar	0830	1000
1800		Ar CALI.....Lv	0715	
	1200	Ar LETICIA.....Lv		0600

### SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3	005 ②
②③ ④⑤	Read Down	Read Up
2350	Lv COPENHAGEN, Kastrup.....Ar	0625
0245	Ar AMSTERDAM, Schiphol.....Lv	0350

### SEABOARD AND WESTERN (SBW)

100 ⑦	104 ②	100 ②	104 ②	102 ③	100 ③	104 ③	102 ③	100 ④	104 ④	102 ④	100 ⑤	104 ⑤	102 ⑤	100 ⑥	104 ⑥	102 ⑥	100 ⑦	104 ⑦	102 ⑦	100 ⑧	104 ⑧	102 ⑧	100 ⑨	104 ⑨	102 ⑨	100 ⑩	104 ⑩	102 ⑩	100 ⑪	104 ⑪	102 ⑪	100 ⑫	104 ⑫	102 ⑫	100 ⑬	104 ⑬	102 ⑬	100 ⑭	104 ⑭	102 ⑭	100 ⑮	104 ⑮	102 ⑮	100 ⑯	104 ⑯	102 ⑯	100 ⑰	104 ⑰	102 ⑰	100 ⑱	104 ⑱	102 ⑱	100 ⑲	104 ⑲	102 ⑲	100 ⑳	104 ⑳	102 ⑳	100 ㉑	104 ㉑	102 ㉑	100 ㉒	104 ㉒	102 ㉒	100 ㉓	104 ㉓	102 ㉓	100 ㉔	104 ㉔	102 ㉔	100 ㉕	104 ㉕	102 ㉕	100 ㉖	104 ㉖	102 ㉖	100 ㉗	104 ㉗	102 ㉗	100 ㉘	104 ㉘	102 ㉘	100 ㉙	104 ㉙	102 ㉙	100 ㉚	104 ㉚	102 ㉚	100 ㉛	104 ㉛	102 ㉛	100 ㉜	104 ㉜	102 ㉜	100 ㉝	104 ㉝	102 ㉝	100 ㉞	104 ㉞	102 ㉞	100 ㉟	104 ㉟	102 ㉟	100 ㊱	104 ㊱	102 ㊱	100 ㊲	104 ㊲	102 ㊲	100 ㊳	104 ㊳	102 ㊳	100 ㊴	104 ㊴	102 ㊴	100 ㊵	104 ㊵	102 ㊵	100 ㊶	104 ㊶	102 ㊶	100 ㊷	104 ㊷	102 ㊷	100 ㊸	104 ㊸	102 ㊸	100 ㊹	104 ㊹	102 ㊹	100 ㊺	104 ㊺	102 ㊺	100 ㊻	104 ㊻	102 ㊻	100 ㊼	104 ㊼	102 ㊼	100 ㊽	104 ㊽	102 ㊽	100 ㊾	104 ㊾	102 ㊾	100 ㊿	104 ㊿	102 ㊿	100 1	104 1	102 1	100 2	104 2	102 2	100 3	104 3	102 3	100 4	104 4	102 4	100 5	104 5	102 5	100 6	104 6	102 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185	102 185	100 186	104 186	102 186	100 187	104 187	102 187	100 188	104 188	102 188	100 189	104 189	102 189	100 190	104 190	102 190	100 191	104 191	102 191	100 192	104 192	102 192	100 193	104 193	102 193	100 194	104 194	102 194	100 195	104 195	102 195	100 196	104 196	102 196	100 197	104 197	102 197	100 198	104 198	102 198	100 199	104 199	102 199	100 200	104 200	102 200	100 201	104 201	102 201	100 202	104 202	102 202	100 203	104 203	102 203	100 204	104 204	102 204	100 205	104 205	102 205	100 206	104 206	102 206	100 207	104 207	102 207	100 208	104 208	102 208	100 209	104 209	102 209	100 210	104 210	102 210	100 211	104 211	102 211	100 212	104 212	102 212	100 213	104 213	102 213	100 214	104 214	102 214	100 215	104 215	102 215	100 216	104 216	102 216	100 217	104 217	102 217	100 218	104 218	102 218	100 219	104 219	102 219	100 220	104 220	102 220	100 221	104 221	102 221	100 222	104 222	102 222	100 223	104 223	102 223	100 224	104 224	102 224	100 225	104 225	102 225	100 226	104 226	102 226	100 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268	100 269	104 269	102 269	100 270	104 270	102 270	100 271	104 271	102 271	100 272	104 272	102 272	100 273	104 273	102 273	100 274	104 274	102 274	100 275	104 275	102 275	100 276	104 276	102 276	100 277	104 277	102 277	100 278	104 278
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Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### TACA INTERNATIONAL (TACA)

801 ①③ ⑤	525 ② ④	801 ② ④	101 ② ④	101 ⑥	401 ⑥	DC-4	400 ①	400 ③	100 ① ③	100 ⑤	800 ②④ ⑤⑥	526 ① ③
Read Down						Read Up						
0100	0600	0400		0700	0130	Lv NEW ORLEANS.....Ar	2005	1410		1830	1915	1600
					0600	Lv MEXICO CITY.....Ar						
0630	0925	0930		1025	0620	Ar BELIZE.....Lv		1010				
0730		1030		1100	0745	Ar GUATEMALA CITY.....Lv	1510	0830		1510		1300
0815		1115		1145	0825	Lv GUATEMALA CITY.....Ar	1445	0815		1445		1145
				1215	0910	Ar SAN SALVADOR.....Lv	1400	0730		1400	1400	1100
				1310	1000	Lv SAN SALVADOR.....Ar	1345		1345	1345		
				1335	1055	Ar TEGUCIGALPA.....Lv	1300		1300	1300		
				1430		Lv TEGUCIGALPA.....Ar	1240		1240	1240		
				1455		Ar MANAGUA.....Lv	1145		1145	1145		
				1605		Lv MANAGUA.....Ar	1130		1130	1130		
						Ar SAN JOSE.....Lv	1020		1020	1020		

### TRANS-AUSTRALIA AIRLINES (TAA)

1909	1913	1915	1917	1919	1929	1923	1925	1927	1948	1942	1902	1904	DC-3	1912	1910	1916	1918	1920	1930	1924	1926	1928	1949	1943	1901	1903
①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	Read Down	Read Up	⑭	⑮	⑯	⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔	㉕
0300	0330	0415	0530	0600	0630	0735	0820	0845	1540	1600	1630	1600	Lv MELBOURNE.....Ar	1045	0835	2035	1140	1105	1955	1845	2010	1315	1240	1100	1030	2335
													Ar WYNARD.....Lv													
													Ar WYNARD.....Ar													
													Ar DEVONPORT.....Lv													
													Lv DEVONPORT.....Ar													
													Ar LAUNCESTON.....Lv													
													Ar LAUNCESTON.....Ar													
													Ar HOBART.....Lv													
													Lv SYDNEY.....Ar													
													Ar SYDNEY.....Lv													
													Lv SYDNEY.....Ar													
													Ar BRISBANE.....Lv													
													Ar ADELAIDE.....Ar													
													Lv ADELAIDE.....Lv													
													Ar PERTH.....Ar													

### TRANS WORLD AIRLINES (TW)

#### NEW YORK-SAN FRANCISCO

599 ② ③④ ⑤⑥	597 ② ③④ ⑤⑥	C-54	592 ① ②③ ④⑤
Read Down		Read Up	
	0135	Lv NEW YORK (LGA).....Ar	2114
	0226	Ar PHILADELPHIA.....Ar	
	0453	Lv PITTSBURGH.....Lv	
	0550	Ar PITTSBURGH.....Ar	
		-- COLUMBUS.....Lv	1735
		-- COLUMBUS.....Ar	1655
		-- CHICAGO (MDW).....	
	0649	Ar INDIANAPOLIS.....	
	0745	Lv INDIANAPOLIS.....	
	0910	Ar ST. LOUIS.....Lv	1440
	1040	Lv ST. LOUIS.....Ar	1344
2230	1107	Ar KANSAS CITY.....Lv	1120
0459		Ar LOS ANGELES.....Ar	2359
0635		Lv LOS ANGELES.....Ar	2236
0828		Ar SAN FRANCISCO.....Lv	2030

#### NEW YORK-ROME

970 ④	1049H	981 ⑥
Read Down		Read Up
1430	Lv NEW YORK.....Ar	1205
2010	Ar GANDER.....Lv	0830
2055	Lv GANDER.....Ar	0745
	Ar SHANNON.....Lv	0240
	Lv SHANNON.....Ar	0140
0825	Ar LONDON.....Lv	
0910	Lv LONDON.....Ar	
	Ar PARIS.....Lv	2355
	Lv PARIS.....Ar	2225
1210	Ar FRANKFURT.....Lv	
1340	Lv FRANKFURT.....Ar	
	Ar GENEVA.....Lv	2100
	Lv GENEVA.....Ar	2000
	Ar MILAN.....Lv	1845
	Lv MILAN.....Ar	1745
1635	Ar ROME.....Lv	1600

### TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star	910 ① ②③ ④⑤
Read Down		Read Up
2100	Lv MONTREAL.....Ar	A1510
2255	Ar TORONTO.....Lv	A1330
2355	Lv TORONTO.....Ar	1155
0350	Ar WINNIPEG.....Lv	0650
0435	Lv WINNIPEG.....Ar	0605
	-- CALGARY.....Lv	0150
	-- CALGARY.....Ar	0120
0730	Ar EDMONTON.....	
0800	Lv EDMONTON.....	
1015	Ar VANCOUVER.....Lv	2200

A-Toronto to Montreal section ③④⑤ only.

### TRANS CARIBBEAN AIRWAYS (TRC)

901 ⑥	C-54	900 ②
Read Down		Read Up
2300	Lv NEW YORK.....Ar	0600
0800	Ar SAN JUAN.....Lv	2300



Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

**TRANSA-CHILE**

② Bi-weekly on ②	80 ②⑤	50A ②	50 ⑤	C-46		51 ⑥	51A ②	81 ③⑥	③ Bi-weekly on ②
				Read Down	Read Up				
1200 ↓	0700 ↓	0500	1400	Lv SANTIAGO.....Ar		2055	2155	1815	1255
1810		0900	1800	Ar ANTOFAGASTA...Lv		1655	1755		0855
1855 ↓		0945	1845	Lv ANTOFAGASTA...Ar		1610	1710	↑	0810
		1155	2055	Ar ARICA.....Lv		1400	1500		0600
				Lv ARICA.....Ar					0450
	1020			Ar BARILOCHE.....Lv				1455	
	1005			Lv BARILOCHE.....Ar				1410	↑
	1315			Ar COYHAIQUE (1).Lv				1200	
	1400			Lv COYHAIQUE (1).Ar				1115	
	1715			Ar PUNTA ARENAS...Lv				0800	
2230				Ar LIMA (f).....Lv					0115
2315				Lv LIMA (f).....Ar					0030
0340				Ar GUAYAQUIL (f).Lv					2005
0425				Lv GUAYAQUIL (f).Ar					1920
0845				Ar PANAMA.....Lv					1500
0945				Lv PANAMA.....Ar					2145
1445				Ar CARACAS.....Lv					1645

(1) **Technical Landing.** Landing. 50A, 51A Optional Flight.

**TURKISH AIRLINES (THY)**

107	DC-3		108
	Read Down	Read Up	
0830	Lv ANKARA, Esenboga....Ar		1050
1005	Ar ISTANBUL, Yesilkoy...Lv		0915

## U.A.T. AEROMARITIME (AMA)

AMA 098 CRG ⑥	097 CRG ①	093 CRG ③	091 CRG ④	UT 953 DC-6 ④	* DC-4 ⑥	DC-4	DC-6	* DC-4 ⑦	UT 954 DC-6 ⑧
						Read Down	Read Up		
				1900	1610	Lv	PARIS-LeBOURGET	①	0940
				0100	0005	Ar	TRIPOLI.....		1850
				0200	0105	Lv	TRIPOLI.....		1750
				0630	0730	Ar	FORT LAMY.....		0930
						Lv	FORT LAMY.....		
		0545	0545			Ar	BRAZZAVILLE....		
		↓	↓			Lv	BRAZZAVILLE....		
		0800	0850			Ar	N' GAOUNDERE...Lv		
		↓	↓			Lv	N' GAOUNDERE...Ar		
		0935				Ar	DOUALA.....Lv		
		1015				Lv	DOUALA.....Ar		
		1150	1150			Ar	LIBREVILLE.....Lv		
		1230	1230			Lv	LIBREVILLE.....Ar		
		1315	1315			Ar	PORT-GENTIL....Lv		
						Ar	BANGUI.....Lv		

\*Every other week.

**UNITED AIRLINES (UA)**

95 DC-6A #EX ⑥ ⑦	93 DC-6A #EX ⑥ ⑦	97 DC-6A #EX ⑥ ⑦	99 DC-6 #EX ⑥ ⑦	DC-6A; DC-6	92 DC-6A #EX ⑤ ⑥ ⑦	90 DC-6A #EX ⑥ ⑦	94 DC-6A #EX ⑥ ⑦	92 DC-6A ⑥	98 DC-6A #EX ⑥ ⑦	96 DC-6 #EX ⑦ ①
				Read Down	Read Up					
		2230		Lv BOSTON.....	Ar				0847	
		2313		Ar HARTFORD/SPRINGFIELD.....	Lv				0805	
		0010		Lv HARTFORD/SPRINGFIELD.....	Ar				0725	
		↓	0145	Lv NEW YORK (LGA).....	Ar				↑	0445
		0105		Ar NEW YORK (IDL).....	Lv				0640	
		0200		Lv NEW YORK (IDL).....	Ar				0540	
2340		↓		Lv NEWARK.....	Ar	1600	1335			
↓	2230	↓		Ar PHILADELPHIA.....	Lv	1525	↑	1905		
↓	2310	↓		Lv PHILADELPHIA.....	Ar	1433		1830	0500	
↓	0010	↓		Ar CLEVELAND.....	Lv	↑		1742	0357	
↓	↓	0418		Lv CLEVELAND.....	Ar	1235		1610	0225	
↓	0235	0520		Ar DETROIT.....	Lv	1135		1527	0127	
↓	0333	↓	0415	Lv DETROIT.....	Ar	↑		↑	↑	
↓	0350	0557		Ar CHICAGO (MDW).....	Lv	0925	0945	1300	2300	0100
↓	0515	0725		Lv CHICAGO (MDW).....	Ar	0725	0750	1332		
↓	↓	1025		Lv DENVER.....	Lv			0915		
↓	↓	1125		Lv DENVER.....	Ar			0730		
↓	↓	↓		Ar LOS ANGELES (BUR).....	Lv			↑	0030	
↓	↓	↓		Ar LOS ANGELES (BUR).....	Ar			0030	2322	
↓	↓	↓		Ar LOS ANGELES (LAX).....	Lv					
↓	↓	↓		Ar SAN FRANCISCO.....	Lv					
↓	↓	↓		Lv SAN FRANCISCO.....	Ar					
↓	↓	↓		Ar LOS ANGELES (LAX).....	Lv					
0930	1040	1415				2245	0240	2145		
							0110			
							2330			

## VARIG (RG)

966	667	C-46		666	967
⑤	EX ①	Read Down	Read Up		⑥
0612	0300	Lv RIO DE JANEIRO.....	Ar	0330	1540
↓	0430	Ar SAO PAULO.....	Lv	0200	↑
	0500	Lv SAO PAULO.....	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho..	Lv	2230	
		-- VITORIA.....			F
		-- BELMONTE.....			F
1115		Ar SALVADOR, Ipatanga.....	Lv		1040
1145		Lv SALVADOR, Ipatanga.....	Ar		1010
F		-- ARACAJU, Municipal.....	--		F
F		-- PROPRIA.....	--		F
F		-- PENEDO.....	--		F
F		-- MACEIO, Tab. do Pinto.....	--		F
1520		Ar RECIFE, Iba. Guar.....	Lv		0635
1540		Lv RECIFE, Iba. Guar.....	Ar		0615
F		-- JOAO PESSOA, Santa Rita.....	--		F
1655		Ar NATAL, Parnamirim.....	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

## WHEELER AIRLINES

101 P ②⑤	DC-3	102 P ②⑤
	Read Down                      Read Up	
0915	Lv VAL D'OR.....Ar	1630
1225	Ar GREAT WHALE.....Lv	1320

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)  
By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Lodestar	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Constellation 1049-H
AA.....	--	--	--	--	150	--	--	150	--	75	200	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
AL.....	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--
AX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	--	--	--	100	100	--	100	--	--	--	75	--	100	--	--	--	--	--	--	150	185	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	68	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	--	150	--	--	--	--	--
CO.....	--	--	--	--	150	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	70	--	70	--	--	--	--	150	185	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	70	100	--	--	--	--	--	--	100	--	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	200	100	--
KLM.....	--	--	--	--	100	--	200	100	--	150	--	--	--	75	--	70	--	--	--	--	--	--	200	--	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	100	70	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	150	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
NW.....	100	--	--	--	--	--	100	--	200	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	100	--	--	--	75	75	75	--	--	--	70	--	--	--	--	--	--	185	200	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--
SAB.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SEW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
TACA.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	75	--	--	150	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	100	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	--	--	--	100	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	--	200	--	--	300
UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
WA.....	--	--	--	--	75	75	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

# SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LAN	LA	045	Lineas Aereas Nacionales
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.	LA	NI	176	Lineas Aereas de Nicaragua, S.A.
ACA	AK	26F, 026-84, 151	Alaska Coastal Airlines	LAP	NI	020	Lineas Aereas de Nicaragua, S.A.
ABR	AD	042	Empresa de Transportes Aereos Brasil, S.A.	LAV	LV	046	Lineas Aereas Venezolanas
AD	AD	103	Aden Airways Limited	LC	LC	020	Lake Central Airlines
AERONAVES	AM	139	Aeronaves de Mexico, S.A.	LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
AET	AN	052	Aerline Elcano Tia.	LI	LI	000	(Icelandic Airlines) Loftleidir hf.
AF	AF	057	Air France	LN	LN	023	Lloyd Aereo Colombiano
AFI	SU	098	Aeroflot	LM	LM	067	Lloyd Aereo Colombiano
AII	AI	098	Air India International	LO	LO	080	Polish State Airlines LOT
AIRCEY	AE	104	Air Ceylon Limited	LX	LX	323	Los Angeles Airways, Inc.
AJ	AJ	148	Air Jordan	MAL	ML	127	Malayan Airways, Ltd.
AKK	KK	224	Air Kruis (Kant), Ltd.	MALE	MA	022	Hungarian Air Transport-MALEV
AL	AL	037	Allegany Airlines, Inc.	MAR	MR	022	Maritime Central Airways
ALG	AN	124	Air Algerie	MEA	ME	076	Middle East Airlines Co.
AL	EJ	053	Aer Lingus Teoranta	MK	MK	213	Mackay Airlines, Inc.
ANA	AN	090	Ansett-Australian National	MM	MM	181	MacRobertson-Miller Airlines, Ltd.
ANSETT	AP	152	Ansett Airways Pty., Ltd.	MN	MN	219	Manx Airlines Limited
AX	AX	329	AAXICO Airlines, Inc.	MO	MO	035	Mohawk Airlines, Inc.
APA	AP	123	Aerovias Panama	MOS	MT	216	Morton Air Services Limited
AQU	AQ	112	Aquila Airways Limited	MS	MS	077	Misair, SAE
ARG	AR	044	Aerolineas Argentinas	NACIONAL	NA	208	Transportes Aereos Nacionales, Ltda.
ASA	AS	027	Alaska Airlines, Inc.	NA	NA	010	National Airlines, Inc.
ATM	AT	147	Compagnie Nationale de Transport Aeriens	NC	NC	184	Northern Consolidated Airlines, Inc.
ATSA	TZ	141	Aero Transportes, S.A.	NE	NE	011	Northeast Airlines, Inc.
AVENSA	VE	128	Aerovias Venezolanas, S.A.	NO	NO	032	North Central Airlines, Inc.
AVIACO	AO	130	Aviacion y Comercio, S.A.	NW	NW	012	Northwest Airlines, Inc.
AVN	AC	26K, 026-3, 134	Aerovias Nacionales de Colombia, S.A.	NY	NY	332	New York Airways, Inc.
AW	AW	121	Airwork Limited	NZ	NZ	078	New Zealand National Airways Corp.
AZ	AZ	055	ALITALIA-Linee Aeree Italiane	OA	OA	050	Olympic Airways, S.A.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	OAS	OZ	215	Oiley Air Service, Ltd.
BEA	BE	060	British European Airways Corp.	OZ	OZ	041	Ozark Air Lines, Inc.
BGAL	BG	137	British Guiana Airways, Ltd.	PAA	PA	26P, 026-1, 12, 13, 14, 15	Pan American World Airways System
BKS	BK	137	BKS Air Transport, Ltd.	PAB	PB	26R, 026-4, 111	Panair de Brasil, S.A.
BL	BL	039	Bonanza Air Lines, Inc.	PA	PR	079	Philippine Air Lines
BN	BN	002	Braniff International Airways, Inc.	PI	PI	036, 026-6, 109	Pan American-Graeco Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.	PL	PL	030	Piedmont Aviation, Inc.
BRITAVIA	BT	225	Britavia, Limited	PIA	PK	214	Pakistan International Airlines
BWIA	BA	104	British West Indian Airways, Ltd.	PLUNA	PU	000	Primeras Lineas Uruguayas de Navegacion Aerea
CA	CA	013	Capital Airlines, Inc.	PC	PC	000	Pacific Air Lines
CAA	CE	063	Central African Airways Corp.	PN	PN	26J, 026-82, 031	Pacific Northern Airlines, Inc.
CAS	CS	138	Cometair Airways, Ltd.	QAL	QA	188	Quebecair, Inc.
CAT	CT	138	Civil Air Transport	QBA	QB	085	Quebecair, Inc.
CATHAY	CX	160	Cathay Pacific Airways, Ltd.	QCA	QC	000	Queen Charlotte Airlines, Ltd.
CAUSA	CB	158	Compania Aeronautica Uruguaya, S.A.	QEA	QE	081	Quebecair, Inc.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.	QUS	QU	143	Quebecair, Inc.
CD	CD	113	Compania Dominicana de Aviacion, S.A.	RAC	RA	225	Royal Air Canada
CH	CH	000	Chicago Helicopter Airways, Inc.	RAL	RL	321	Royal Air Canada
CIA	CI	231	Caribbean International Airways, Ltd.	RANS	RN	218	Rutas Aereas Nacionales, S.A.
CMA	CM	26M, 026-5, 132	Compania Mexicana de Aviacion, S.A.	REAL	RE	153	Real S/A-Transportes Aereos
CN	CN	319	Central Airlines, Inc.	REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
CO	CO	005	Continental Air Lines, Inc.	REEVE	RE	323	Reeve Alouett Airways, Inc.
COA	CO	320	Cordova Airlines, Inc.	RD	RD	323	Riddle Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.	SAB	SN	082	Societe Anonyme Biogo d'Exploitation de la Navigation Aeronautique
CONN	CP	230	Connell Airways, Ltd.	SARE	BU	000	Breathane South American & Far East Airtransport
COPA	CP	230	Compania Panamena de Aviacion, S.A.	SAHSA	SH	117	Servicio Aereo de Honduras, S.A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.	SAS	SK	117	Scandinavian Airlines System
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul	SAT	SP	219	Societate Aeriana de Transporte Aereas, Ltd.
CSA	OK	064	Ceskoslovenske Aerolinie	SBW	SB	219	Seaboard & Western Airlines, Ltd.
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.	SCA	VF	221	Silver City Airways, Ltd.
CYP	CY	048	Cyprus Airways, Ltd.	SDI	SL	042	Saudi Arabian Airlines
DA	DA	228	Danish Air Lines, Ltd.	SL	SL	042	Scottish Airlines
DERBY	DR	000	Derby Aviation, Ltd.	SO	SO	038	Southern Airways, Inc.
DETA	TM	068	Divisao de Emploados dos Transportes Aereos "DETA"	SR	SR	085	Swiss Air Transport Co., Ltd.
DL	DL	004	Delta Air Lines, Inc.	STAE	ST	198	Societe de Transport Aeriens en Extrême-Orient
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos	SUD	SD	200	Sudan Airways
EA	EA	007	Eastern Air Lines, Inc.	SYRIAN	SY	201	Syrian Airways Company
EC	EC	094	East African Airways Corp.	TAA	TN	102	Trans-Australia Airlines
EAGLE	EY	114	Eagle Airways of Britain	TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
EL AL	LY	114	El Al Israel Airlines, Ltd.	TACA	TA	202	TACA International Airlines, S.A.
ES	ES	26E, 026-83, 169	Elis Air Lines	TACAV	TV	175	Linea Aerea TACA de Venezuela
ETHIOPIAN	ET	071	Ethiopian Airlines	TAI	TI	119	Compagnie de Transport Aeriens Intercontinentaux
EWA	EY	164	East-West Airlines, Ltd.	TALOA	TL	047	Transportes Aereos Da India Portuguesa
FAUCETT	CF	163	Compania de Aviacion "FAUCETT", S.A.	TAN	TX	208	Transportes Aereos Nacionales, S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)	TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
FL	FL	028	Frontier Airlines, Inc.	TCA	TC	014	Trans-Canada Air Lines
FLUG	FL	108	Flugfelig Islands, H.F. (Iceland Airways, Ltd.)	TEAL	TE	086	Tasman Empire Airways Limited
FT	FT	023	Flying Tiger Lines, Inc.	THAI	TH	203	Thai Airways Co., Ltd.
GAL	GA	040	Gulf Airways, Ltd.	THY	TK	235	Turk Hava Yollar
GAM	AG	040	Guest Aerovias Mexico, S.A.	TPA	TS	254	Trans-Pacific Airlines, Ltd.
GIA	GI	126	Garuda Indonesian Airways, Ltd.	TRC	TR	254	Trans Caribbean Airways
GIBAIR	GT	171	Gibraltar Airways, Ltd.	TT	TT	033	Trans-Texas Airways
GU	GU	173	Empresa Guatemalteca de Aviacion	TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
HAWAIIAN	HA	122	Hawaiian Airlines, Ltd.	TW	TW	015	Trans World Airlines, Inc.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.	UA	UA	016	United Air Lines, Inc.
HKA	HK	054	Hong Kong Airways, Ltd.	UBA	UB	209	Union of Burma Airways
IA	IA	073	Indian Airlines Corporation	UMCA	UR	026	Uba, Medellin & Central Airways
IAC	IC	058, 093	India, Cia. Mercantil Anonima de Lineas Aereas	VARG	RG	042	Empresa de Viacao Aerea Rio Grandense
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	VASP	VP	042	Viacao Aereo Sao Paulo, S.A.
IRA	IR	094	Iranian Airways	VNA	VN	120	Vietnam Airlines
JAL	JL	131	Japan Air Lines Company, Ltd.	WAC	WT	087	West African Airways Corporation
JAT	JY	115	Jugoslavenki Aerotransport (JAT)	WA	WA	017	Western Air Lines, Inc.
JSY	JY	130	Jersey Airlines	WC	WC	025	West Coast Airlines, Inc.
KAL	KA	267	Korean Airlines	WEN	WE	212	Wien Alaska Airlines
KL	KL	222	K.L.M. Royal Dutch Airlines	YK	YK	000	Sec. de Transporteur Aeriens Romane-Societate
KNA	KN	222	Korean National Airlines				
LAB	LB	051	Lloyd Aereo Boliviano				
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.				
LADE	LD	177	Lineas Aereas del Estado				



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# New Zealand Uses Air Freight



BY L. J. ELTON  
Freight Superintendent  
New Zealand National Airways Corp.

New Zealand is well endowed with transportation. In this small, thinly populated country, road, rail, sea and air transport systems operate almost parallel routes over short distances between a series of little farming centers mostly on or near the coasts. Despite the competition, air freight is capturing its share of the cargo moving in New Zealand.

The country's two main islands are separated by one of the most turbulent stretches of water in the world—the 20-mile-wide Cook Strait. The principal towns are Auckland (population 400,000) and Wellington (200,000) on North Island, and Christchurch (205,000) and Dunedin (100,000) on South Island. Total population of the country is 2¼ million. The two islands comprise a land area about 1000 miles long and 100 miles wide. A Bristol freighter operation using the Cargon system links the rail services operating on the two islands.

In the first year of operation, 1947, New Zealand National Airways Corp. hauled 90,000 ton miles of freight. Ten years later, air freight exceeded 3,000,000 ton miles—better than a 30-fold increase.

Speed is of prime importance in generating air cargo in New Zealand. Although surface transport is well organized, rugged terrain and the necessity to tranship across Cook Strait retards movement.

The granting of discounts in the face of rising wages and costs brought forth many "doubting Thomases," but doubts were quickly dispelled when cargo revenues increased 50% and 40% in consecutive years and accounted for 12½% of the company's total revenue. In one year alone, freight carried in passenger aircraft increased 60%, paying for 10% of the direct operating costs which con-

tributed substantially to the corporation's net profit for the year.

The excellent freight results considerably assisted in stabilizing air passenger fares while fares and freight rates of the surface carriers continued an upward climb. This situation, of course, attracted more business for airlines.

Strangely enough, NZNAC's best financial results from freight were achieved in the years when overall average revenue per ton mile were the lowest, clearly demonstrating the value of "contract" freight carefully controlled.

NZNAC cargo aircraft fleet comprises 4 DC-3s, each operating over 1,000 flights annually. Overall load factors for the last five years have varied between 82% and 88%. Of the total freight carried by the airline, 55% is moved in the cargo bins of passenger aircraft.

New Zealand is predominantly a farming country, and much of what NZNAC carries relates to agriculture. Movement of livestock is particularly important, and includes such animals as chicks, cattle, sheep, and even reindeer. However, so many other commodities move by air in New

Zealand, that, like other airlines of the free world, it is difficult to name an item which does not appear on the manifests.

Frequency, regularity, and dependability of air service is also important because even small delays put air transport behind the surface operators in this country of short hauls. Average stage-length for air freight is only 300 miles.

Lower insurance, reduced inventories, less packaging, and no deterioration are other factors helping air freight to progress. Frequently, however, such advantages are off-set by extremely low surface rates, and it is speed above all that is the deciding factor for many shipments.

Basic air freight rates have been stable in New Zealand since operations first began, although general wages in New Zealand have more than doubled. Holding down air freight rates was principally achieved by increased air freight traffic which permitted overhead to be spread and increased aircraft utilization.

Trigger for the most rapid increase in air freight volumes was a four-month long dock strike throughout New Zealand. During that period, air freight demonstrated to farmer, manufacturer, warehouseman and businessman that not only could air freight do the job faster and better, but in many cases, air cargo rates were comparable or even lower.

When the strike ended, the increased volume was retained, and then further increased by the complete elimination of administratively-unwieldy commodity discounts in favor of a straight 25% discount for shipments with a lower priority of carriage. Also introduced were a limited number of substantial back-loading freight contracts at discounted rates over selected routes which corrected imbalances on all freighter flights.

Cargo aircraft load factors jumped from 50% and 60% to 85% and 90%, while at the same time, there was greater use of the cargo holds of passenger planes.

NZNAC's DC-3 passenger planes are equipped with double doors and large cargo holds. They haul 55% of the freight handled by the airline.







# TARIFFS

**... are one of the big problems of transportation companies. They grow as companies grow. So far, tariffs have resisted all efforts toward simplification.**

**W**HATEVER it is, and wherever it goes, if it moves by commercial air transportation, it is subject to a tariff. Whether it is abrasives or zippers moving between Aberdeen, N.C., and Zanesville, Ohio, or Aalborg, Denmark, and Zurich, Switzerland, there is a tariff.

A tariff is a carrier's price list, and more. It is the basis of the contract between a carrier and its customer. Therefore a tariff must contain rules and regulations in addition to rates. While rules and rates may be printed separately and spread over a number of volumes, neither is independent of the other.

In the United States, all tariffs of air carriers are filed with a central regulatory agency—the Civil Aeronautics Board. It is the Board's job to see that all airlines file tariffs in the prescribed form, and to see that all tariffs are strictly observed.

Generally, tariffs of air carriers are simpler and easier to use than those of surface carriers. The air carriers and their regulatory agency are younger. But, as the airline freight business progresses, and the services offered become more varied, the complexity of tariffs will increase.

Today, while everything is covered, some of the coverage develops through inference or extension.

This can lead to some funny situations. By extension, one air freight shipper figured Indian Blankets were

entitled to the special rate on Wearing Apparel since Indian Blankets are worn in some parts of the country on some occasions.

Correcting such a situation is a matter of definition—frequently arbitrarily developed. Wearing Apparel will be defined as not including Indian Blankets.

Sometimes, these arbitrary definitions produce strange results. In one tariff, a definition of "Live Animals" is stated in this fashion: "Live animals shall include, but not be confined to Birds (poultry, fowl), Fish (crustacea, mussels, shellfish), Insects (bees), Reptiles (snakes), and Worms."

Despite all efforts to the contrary, tariffs, particularly the rules, reflect a patchwork approach. As one flaw or another is discovered, a rule is revised or a definition reworded to solve a problem of the moment.

This is not a matter of caprice. Tariffs, properly approved by the regulatory agencies, have the force of law. Like laws, tariffs must be constantly under revision to meet changing conditions or to close loopholes.

Certificated domestic airlines of the U.S. and Canada handle most of their air freight under consolidated tariffs issued by Agent B. H. Smith, Air Traffic Conference of America, 1000 Connecticut Avenue, NW, Washington 5, D.C.

Tariffs issued by Agent Smith are available to the public as well as the

airlines, and are usually sold in sets.

The primary set is composed of four tariffs: Official Airfreight Rules Tariff No. 1-A, CAB No. 13; Official Airfreight Rate Tariff No. 2, CAB No. 8; Official Airfreight Pick-Up and Delivery Tariff No. 3-B, CAB No. 17; and Official Airfreight Specific Commodity Tariff No. 5-B, CAB No. 12. The charge for the set of four tariffs is \$5.00. This includes all revisions or amendments for one calendar year.

Also filed at the CAB by Agent Smith is the Official Air Transport Restricted Articles Tariff No. 6-B, CAB No. 16 (\$2.50 per year).

In the primary set, the rules tariff defines the general conditions under which rates in the other three tariffs apply. For example, Rule 2.7 states: "Shipments are subject to inspection by carriers to determine their acceptability and to assess proper charges thereon."

This rule, and others like it, applies to all other tariffs which state that Smith's rules tariff is a governing tariff. However, each of the other tariffs prepares for special conditions by noting that Smith's rules tariff applies, "except as otherwise provided herein."

The Rates Tariff No. 2 carries the airline's general commodity rates. These are all purpose rates and are only used when a specific rate cannot be found in some other tariff. For most airlines, these general com-

modity rates are used for shipments weighing less than 100 pounds or for shipments moving between pairs of cities where there is not enough traffic to justify special (specific Commodity) rates.

Some few items have characteristics which make them more expensive to handle. For these items—such as millinery, some animals, or certain types of scientific equipment—the airlines use higher (premium commodity) rates. These, too, are in rates tariff No. 2.

Pick-Up and Delivery Tariff No. 3-B, the third tariff in the set, deals with the principal accessorial service offered by the airlines in connection with air freight. This tariff provides the rates and defines the conditions under which airlines provide pickup and delivery service. The tariff shows what cities have airline pickup and delivery service, delineates the areas in and around these cities, the time that PU&D will be performed, and the charges for each peculiarity of area or time.

The fourth tariff of the set, Specific Commodity Tariff No. 5-B, carries its own special rules, and more rates. These are airport to airport rates for items presumed to be more rigidly defined than those found in the general commodity tariff. Generally, rates start for shipments weighing a minimum of 100 lbs.

In the tariff there are about 700 named items. But some of the items are sufficiently broad to permit many many things to go at specific commodity rates. For example, listed in the tariff are: Abrasive Products, Agricultural Products, Animal Products, Asbestos Products, Carbon Products, Celluloid Products, Cellulose Products, Clay Products, Dairy Products, Glass Products—and products of Graphite, Grass, Herb, Horticultural, Lace, Leaf, Leather, Metal (miscellaneous), Mineral, Paper, Petroleum, Poultry, Rubber, Straw, Textile, and Wood.

More restrictive are the pairs of points from and to which the rates on the named items apply.

The four tariffs in the primary set provide the answers for most of the domestic shipments handled by U.S. and Canadian lines. But there are enough conditions left unprovided for that many other tariffs are needed.

Of particular importance is the Restricted Articles Tariff No. 6-B, CAB No. 16. It was developed for American carriers, but it has as participants many airlines operating outside of the U.S. and Canada, and some of the forwarders. The Restricted Articles Tariff lays down the law for the carriage of so-called hazardous material. Item by item, the tariff lists the ex-

plosive, corrosive, flammable, radioactive or poisonous items which may or may not be carried. For those which may be carried, packaging requirements, quantities and stowage instructions are carefully spelled out.

While the Restricted Articles Tariff is world wide in scope, it is one of very few. It is, in fact, unique, by virtue of the many different participants.

Not unique is the carrier issued tariff. Often a tariff issued by a single carrier will be limited to a single pair of points and name but one commodity. Rules will be abbreviated and will refer to Agent Smith's Rules Tariff for most of the regulations.

For international air freight, tariffs must also be prepared. A few are issued by agents. Most are issued by the individual airlines. When the rates involved cover shipments moving to or from the United States, the tariffs have to be filed with the Civil Aeronautics Board.

Consolidation of international tariffs does not begin to approach that achieved by the domestic carriers largely due to the differences in regulations of the many governments which must be concerned. Some consolidation has been effected by small groups of airlines which will permit one of the group to publish a tariff in which the others can participate.

The air freight forwarder files tariffs in the same manner that the direct (airlines) carriers do.

The larger the forwarder's operation is, the larger and more complex his system of tariffs. There is almost no consolidation in forwarder tariffs. Each concern publishes its own tariffs—a rules tariff and however many rate tariffs as the firm offers services.

As a consequence, the Civil Aeronautics Board has literally hundreds of air freight tariffs. The same number, conceivably, could be in the library of a large shipper.

To cut down on the volume of tariffs, most airlines and forwarders publish memorandum tariffs. These are unofficial, and may be a booklet, a single sheet, or even a card, which shows one or two rates, a few tips on the rules, and possibly the pickup and delivery charges at two cities.

The more ambitious memo tariffs will list all of the rates of carrier, and all of the rules plus a myriad of other details, which a shipper may need.

Throughout the history of tariffs there has been one almost insurmountable problem—that of keeping the tariff up to date. For the tariffs of air carriers, the most popular format is the loose-leaf tariff. As changes occur in the rates or rules, a new page is

issued containing the revised materials. To aid the tariff user, an elaborate system has been developed to keep track of pages and the revisions sequence.

When the tariff is first issued, each page carries several identifying features. All pages are marked as "Original" pages, and all carry a date of issue and an effective date.

The first revision to the tariff will call forth pages marked as "1st revised." The new pages will also carry the note that they cancel the "Originals." Again, each page will carry an issued and effective date. In addition, each of the revised pages will carry a correction number, which must be used in sequence.

Thus, there are well established guideposts for a tariff user to determine the effective date of the pages he has received, and that he has received pages in sequence. Unfortunately, if the distribution system for revised pages breaks down, a tariff may become outdated before the user learns he has not been getting corrections.

The other popular format for tariffs is the "bound" or "book" tariff. Revisions to bound tariffs are handled by supplements issued in sequence. The user of the bound tariff also has well defined signs for proper placement of material received, but if the system of supplement distribution breaks down no amount of care will give the user a current tariff.

To lick the distribution bugaboo, carriers will from time to time send to tariff holders a current list of all correction numbers used or all supplements issued.

The very system set up to help the tariff user maintain a currently effective tariff has often contributed to the confusion. Since the identifying marks (page revision number, correction number, issued and effective dates) are a part of the tariff, they must conform to CAB regulations just as surely as any other material in the tariff. If these identifications are improperly used, the Board must reject the filing. Changes in rates or regulations, which might otherwise be all right, may thus be killed by a rejection. When this happens, the usual corrective action is a refiling. The tariff holder winds up with two almost identical pages, and wonders what is going on.

So far the problem has defied solution.

Moves to simplify tariffs by dropping material or easing the filing regulations have left tariffs incomplete. Moves in the opposite direction—an expansion for fuller explanation—lays the ground work for an additional tariff.

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# Boeing's 707

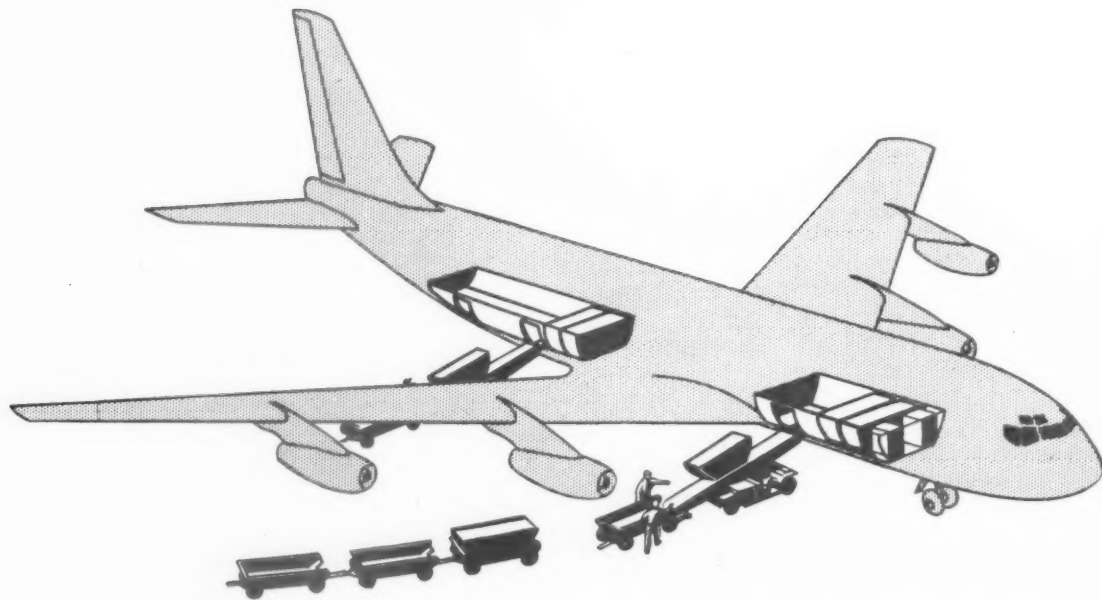
## Attracts Air Freight

The first pure jet transport of U.S. origin has started out handling record loads of air freight. Pan American World Airways and National Airlines are flying the 707; American Airlines is next.



**T**HE Boeing 707s operating across the Atlantic for Pan American World Airways are turning out to be cargo carrying pieces of equipment. With full passenger loads (averaging a 95% load factor) during the first 15 days of December, Pan Am's flight 114 to Paris carried 117,291 pounds of mail and freight for an average of 7,819 pounds of cargo per flight. This is a figure comparable to what both a Super Stratocruiser and a DC-7, previously assigned to this route, together were able to carry.

One record setting flight, flight 100 of December 11, carried 9,775 pounds of cargo plus 99 persons from Idlewild to London in five hours and 41 minutes. On another U.S.-London trip, a 707 hauled 97 people and



After belly compartment, 380 inches long, has an approximate volume of 900 cubic feet. Forward, the cargo compartment, 266 inches long, has a

capacity of 700 cubic feet. Together, the compartments can accommodate some 10,000 pounds of cargo.





A jeep conveyor assists the loading operation. Compartment is large enough to permit a medium-sized man to walk upright as he stores cargo in the 31-foot-long hold.

10,098 pounds of mail and freight.

From New York to London, during the first 15 days of December, the 707 flight 100 averaged 7,161 pounds of cargo per trip.

The types of cargo being carried by the 707 have not changed materially from that loaded into the belly compartments of predecessor aircraft, but the larger doors on the cargo compartments make it possible to handle slightly larger single pieces of freight.

Westbound, the movie industry, radio, television, and publishers are finding jet speeds particularly advantageous. With the time change involved between U.S. and Europe, these industries can get same day delivery of copy, recordings, photographs, or footage.

No marked changes in loading procedures are being employed by Pan Am as the 707s are being worked into the fleet, although the loading operation is a little easier. The bigger doors help, and the greater size and height of the cargo compartments make it possible for a man of medium height to stand up inside. This was not possible on such airplanes as the DC-7C.

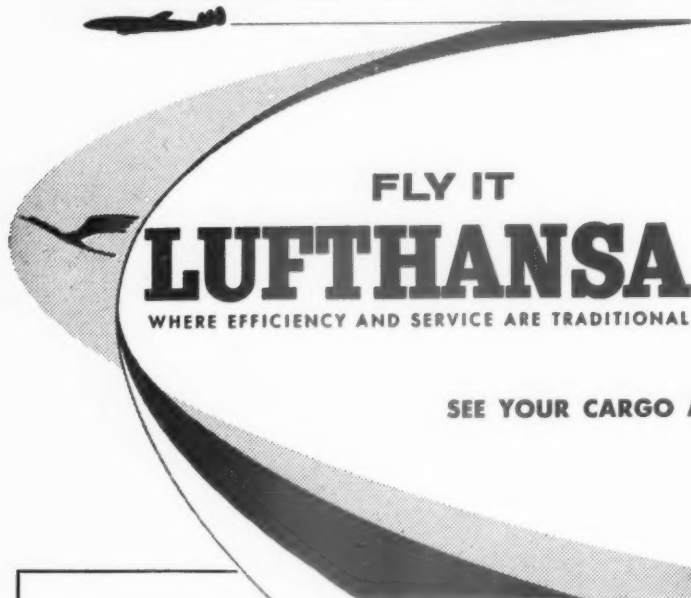
Mechanization of the loading operation is still to be accomplished. Boeing, and the airlines with 707s on order or being delivered, plan to containerize most of the baggage and much of the cargo. The truck bed height of the cargo compartment sills permit either manual or mechanized loading to be used, depending on the facilities at a given station.



Truck bed height is demonstrated in these pictures of loading operations at both forward and after cargo holds.



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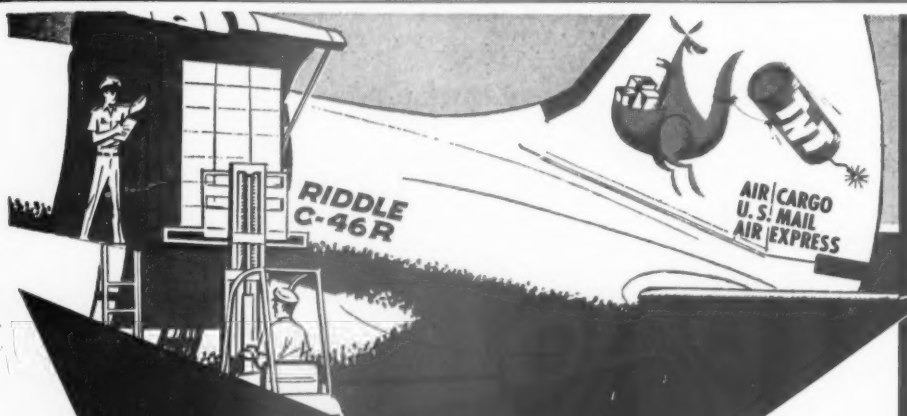
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## CAB Probes Forwarder Service For Small Package Shippers

The small package shipper stands to be widely affected by a formal Civil Aeronautics Board investigation now under way which is dealing with complaints filed by the Board's Compliance Office, and several air freight forwarders against American Shippers' Inc. parcel air service.

Briefs of all parties which include: Shulman Inc., Airborne Freight Corporation, and Western Transportation Company, Inc. d/b/a W.T.C. Air Freight and ABC Air Freight have been filed with CAB Examiner Paul N. Pfeiffer who must prepare an initial decision.

The parcel air service is essentially offered as a combination air and ground service with air service to a break-bulk point near the ultimate destination and on-forwarding by parcel post or other surface means. An integral part of the operation is the use by the shipper of prepaid stamps. Generally speaking, a shipper purchases books of stamps from American Shippers in advance and affixes them to the package in the necessary amount applicable to the carriage of each package.

American Shippers has raised an additional question in the proceeding by filing a motion for contemporaneous consideration on the air-post services operated by Shulman and W.T.C. According to American Shippers, "There is a basic problem common to all three operations, and that is how to hold out and operate a service which includes more than air transportation and services essential thereto."

Essentially, the air-post services of Shulman and W.T.C. as well as the parcel air service are all geared to attract small packages of 40 pounds or less to air transportation. In the air-post operation, delivery is made in a local area by parcel post.

All the complainants charged American Shippers with violating the Civil Aeronautics Act. Said W.T.C.: "When (American) Shippers accepts a shipment, it does not know or care whether it will be handled at profit

or loss, or exactly how much the inevitable tariff departure for service connected with air transportation will be. The result is to transform American Shippers' tariff into a nullity and to dignify rebates into regular practice."

W.T.C. further charged that "(American) Shippers' misrepresentations, misleading advertising materials and continued solicitation practices described of record, including representation of parcel air as an air shipping service and as a 1-3 day service between all points, constitutes unfair or deceptive practices and methods of competition and are in violation of . . . the Act."

Shulman charged that "respondent does not even issue a lawful air waybill as do the other forwarders, but instead issues an air bill manifest which in all other respects, other than the name, looks like and would lead a shipper to believe that it is a lawful air waybill by a regulated carrier."

Shulman described the rates charged by American Shippers as being "discriminatory and non-compensatory," and warned the "competitive impact on fully regulated forwarders will be disastrous since they cannot afford to meet the competition and do not intend to try."

Airborne Freight Corporation argued that the respondent must file a tariff for its door-to-door rates. "American Shippers holds out to the public that it is providing a fast, cheap, one-price door-to-door parcel air service, not a combination service," Airborne said.

ABC Air Freight, Inc., another forwarder, asked the Board to require "American Shippers when acting in the capacity of shippers' agent for the on-forwarding outside the terminal area of an airport destination city, to assess and collect such charges for that beyond carriage in an amount exactly equal to the amount expended by respondent therefor, and that no other charges be assessed except as are specifically contained in Shippers' lawfully filed tariffs."

On the waybill question, ABC felt

that "Shippers' failure to execute and issue an air waybill to the shippers is contrary to the accepted custom in the air cargo industry and is unlawful."

Compliance attorney W. Archer Royall noted that the "record abundantly demonstrates that American Shippers has flagrantly and wilfully violated the Act and the Board Regulations in the operation of its Parcel Air System. It is unthinkable," he continued, "that the Board will put its stamp of approval on a forwarder who provides for no delivery service in its filed tariff but makes deliveries in the immediate or terminal area of the air destination city under the guise of a new concept of on-forwarding."

American Shippers countered that despite statements of the complaints it was not an "ogre trying to disrupt the air freight forwarding industry." Going to what it considered basic issues, Shippers described the parcel-air service as a "new combination air-ground service the need for which has been demonstrated by its acceptance by the public. The deletion of billing alone through the use of prepaid stamps effects substantial savings to the user of the service," Shippers said.

Finally, American Shippers explained that stimulation of new air freight traffic was a key consideration of the parcel air service. They pointed out that: "This service has brought into air transportation new freight which moves over the routes of the direct air carriers at the published tariffs of those direct air carriers. This increased business improves the health of the direct air carriers and does not detract or divert to any substantial degree, freight which would otherwise move in regular air freight service."

The question of cost to the small package shipper was also included in the American Shippers' brief. Shippers reasoned that if complainants had their way the parcel air service would be priced at the highest cost to the most distant point served by each break-bulk point. This, the respondent felt, would increase the rate on all small shipments since "such small shipments do not pay their pro-rata way—particularly if they are forwarded to a point where sufficient volume does not move to take advantage of the direct air carrier's weight breaks."



## Little Change Expected From Reconsideration Of Int'l Forwarder Case

The International Air Freight Forwarder Investigation although decided by the Board is still attracting plenty of legal activity.

Interested parties recently raised additional legal points in the proceeding by filing petitions for reconsideration. The documents are not expected to substantially alter the Board's decision.

The International Air Freight Forwarder Association, represented by at-

torney Louis P. Haffer, objected to the Board's findings on three counts:

(1) a proposed name change from "International Air Freight Forwarder" to "Air Cargo Consolidator"

(2) the decision not to permit direct air carriers to give the forwarders free or reduced rate transportation and

(3) the prohibition against forwarder-airline rate agreements.

Although Haffer admitted the name change would not be disastrous, he criticized "The decision to cast aside the name that the industry has borne since its inception." This he felt was "not only contrary to the wishes of the

industry itself as to its own designation but would serve no significant administrative purpose."

On the question of free and reduced transportation, the forwarder's legal representative found it hard to understand the denial to forwarders "in face of the fact that direct carriers have a right to transport overseas their own personnel free of charge as well as the personnel of other direct carriers for the purpose of soliciting foreign accounts, setting up foreign cargo affiliates and reviewing the operations of their offices and freight agents abroad, but are not permitted to transport forwarders at reduced rates for the same purpose."

Referring to his third point, Haffer felt that by turning down the possibility of rate agreements, the Board had "missed an opportunity to stimulate the development of the forwarder function . . ." Continuing he noted that: "Recognition of the validity of forwarder-airline rate agreements would at the same time permit the forwarders to receive—and the airline to offer—pay for services rendered to the airlines. The Board has cut itself off from achieving these goals by what is a tortuous misconstruction of the Act," he said.

Acme Air Cargo, an international air freight forwarder based in New York, concurred in its brief with the stand taken by Haffer. Acme requested that the "Board reconsider and reverse its conclusions and findings with respect to its prohibitions against rate agreements, its denial to forwarders of free or reduced rate transportation, and its determination that the forwarders should be called 'air cargo consolidators.'"

Two direct air carriers filed for reconsideration. Both Pan American World Airways and Trans World Airlines attacked CAB's decision to authorize forwarders to charter aircraft or to ship via supplemental carriers.

Said Pan Am: "By so doing the Board would make inevitable a division of the available traffic among still more carriers on the crowded international air routes."

What concerned PAA even more was the possibility of instability in cargo rates. In the words of the carrier, "the erratic pattern of price competition which is bound to develop may temporarily divert existing traffic from one air carrier to another." Continuing, PAA said "it will not cause a single manufacturer, processor or distributor to base his production or inventory control on the use of air cargo."

Concerning the supplemental issue, TWA pointed out that a "forwarder who charters or uses supplemental car-



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riers would in fact be another airline, for all practical purposes."

Attacking from another angle, TWA was critical of the Board's decision to give forwarders the option to handle shipments either as forwarder or airline agent. In the carrier's estimation, "the forwarder's unilateral determination will now control. No longer would the shipper know what service he is getting or what will be the transportation charges for it."

### Mid-Pacific Cargo Route Sought By Flying Tigers

The Flying Tiger Line is seeking a mid-Pacific route for the scheduled carriage of property and mail from the co-terminals San Francisco and Los Angeles via intermediates in Hawaii, Wake Island, and Guam and beyond Guam to (a) the co-terminal points Tokyo and Tachikawa, Japan; (b) the terminal point Manila and (c) the terminal point Hong Kong via the intermediate, Taipei, Taiwan.

In submitting the route application to the Civil Aeronautics Board, FTL pointed out that it has been performing an almost daily trans-Pacific schedule in hauling cargo and passengers for the Military Air Transport Service.

At the same time, the carrier filed an accompanying petition requesting interim permission to conduct limited flights numbering 15 per month on the same mid-Pacific routes pending the Board's decision on the FTL route application.

### Capital Airlines Suspends Elizabeth City Service

Capital Airlines has received CAB authority to temporarily suspend service to Elizabeth City N.C., until reopening of the U.S. Coast Guard Air Station airfield which was closed for repairs.

### CAB Okays Guaranteed Loan For North Central

Civil Aeronautics Board has approved a \$2,240,000 guaranteed loan for North Central Airlines. The loans would be issued by the Northwestern National Bank of Minneapolis and Irving Trust Co. for seven years at 5½% interest annually with a guaranty fee of .375% annually. The proceeds will be used by the carrier to purchase five Convair 340s and related spare parts. Loans will be secured by a first mortgage on the aircraft.

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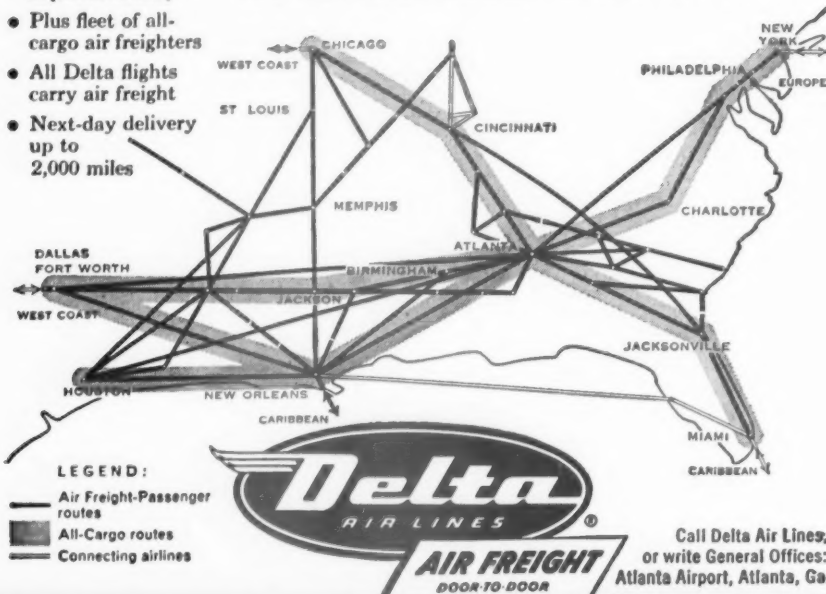
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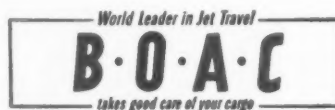
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## CAB BRIEFS

Trans Mar de Cortes, S.A., a Mexican carrier, has received a favorable nod from Civil Aeronautics Board Examiner John A. Cannon for a foreign air carrier permit. If Cannon's initial decision is favorably acted upon by the Board, Trans Mar will be permitted to operate both scheduled and non-scheduled flights between the terminal La Paz, (lower) California, Mexico, and the terminal Los Angeles, California via intermediate points in Mexico. The route was applied for pursuant to the U.S.-Mexican bilateral agreement.

Braniff Airways will continue north-south service to Fort Dodge, Iowa until Ozark Airlines inaugurates service. Ozark received authority to serve the point as a result of an award in the Seven States Case.

## CAB CALENDAR

### FEBRUARY

- Feb. 2—American Express Co. Freight Forwarder operations; control; etc., hearing, tentative (Docket 9315 et al).
- Feb. 9—Toledo Adequacy of Service Investigation, hearing, tentative (Docket 8851 et al).
- Feb. 17—Lanica, San Salvador on Managua-Miami Rt., hearing, tentative (Docket 9184).

### MARCH

- Mar. 10—Frontier Airlines, Renewal of temporary intermediate points, tentative (Docket 9999 et al).
- Mar. 10—Pacific-Southwest Local Service Case, hearing, tentative (Docket 5645 et al).

### APRIL

- Apr. 1—Piedmont Local Service Investigation, hearing, tentative (Docket 5713 et al).
- Apr. 14—Southern Transcontinental Service Case, hearing, Houston, Texas (Docket 7984 et al).
- Apr. 27—Southern Transcontinental Service Case, hearing, Los Angeles, California (Docket 7984 et al).

### MAY

- May 11—Southern Transcontinental Service Case, hearing, Miami, Florida (Docket 7984 et al).
- May 26—Southern Transcontinental Service Case, hearing, Washington, D.C. (Docket 7984 et al).



# Carrier Round-Up

Eastern Air Lines has started service with Lockheed Electra turboprops. Initially, the carrier is running three Miami-New York roundtrips, at least one of which continues to Montreal. There is also daily service from New York to Tampa, Houston and San Antonio, and from Miami to Chicago and to Detroit. Miami-New York flight time scheduled at 3 hrs. 15 mins.

Seaboard & Western Airlines recently flew 4,330 pounds of polyethylene plastic flowers from Paris to New York for The Florabelle Plastics Corporation. Delivery of the flowers in New York would have taken almost three weeks by the fastest sea route, according to Florabelle's general manager, George Stone.

Florabelle will ultimately receive more than six tons of the plastic flowers which are packed in boxes containing approximately 800 flowers per box.

The Flying Tiger Line, gradually moving toward the disposition of its C-46 fleet, has sold four more of the aircraft. Latest C-46 sales include three in Peru and one to the Mexican carrier Aero Carga. The transactions leave FTL with only three C-46s.

A new annual peak in cargo operations was reported by W. A. Patterson, president of United Air Lines, in a company year end review.

Cargo volumes during 1958 reached 67,000,000 ton miles, up 17% from the preceding year; 32,500,000 mail ton miles were registered for a 9% increase; and 10,700,000 express ton miles were shown for a 12% gain.

United noted that during the summer travel season last year, the carrier had increased cargo lift by 6%.

Railway Express Agency has begun operations as an International Air Cargo Sales Agent for Western Air Lines, according to an announcement made by William J. Wallace, Director of REA's International Division. Western Air Lines operates between the United States and Mexico City in addition to its domestic U.S. air transport services.

Trans-Canada Air Lines notes that the carriage of mail, express and freight during 1958 remained approximately at the 1957 level—12,680,000 freight ton-miles, 10 million mail ton-miles and 2.5 million express ton-miles.

Japan Air Lines, about April, plans three flights per week from Los Angeles to Tokyo. Four DC-7C flights will be maintained between San Francisco and Tokyo.

Allegheny Airlines reports that air freight shipments during 1958 reached nearly 3,000,000 pounds, registering a 41% increase over the previous year. Total Allegheny air cargo boardings, including both air express and air freight, topped the 5,600,000 pound mark.

Air France and Scandinavian Airlines System have joined forces in a five-year agreement which covers the pooling of services on the Paris-Copenhagen-Stockholm route. Each carrier will initially offer a daily roundtrip service on the route.

Seaboard & Western Airlines has recorded a total of 4,275,578 ton miles of transatlantic air freight for the quarter ending September 30, 1958. According to S&W, this represented an increase of 68.5% over the same

third-quarter period in 1957, when 2,537,841 ton miles were flown.

The third-quarter pick-up in transatlantic air freight brought Seaboard's scheduled all-cargo traffic for the first nine months of 1958 to 9,441,707 ton miles, an increase of 20.8% over the 7,814,609 ton miles reported during the comparable 1957 period.

Continental Air Lines will use the name "Golden Jet" to describe its Boeing 707 services scheduled for next May. Vertical tail surfaces of the aircraft will be painted gold, with "Golden Jet" in blue lettering and "Boeing 707" in red.

The Railway Express Agency reports that gross revenues from international traffic shipped in surface and air transportation services totalled \$495,228 in October 1958 as compared with \$208,335 in October 1957.

Gross revenue for the first 10 months of 1958 including October was \$3,567,176 against \$589,813 for the same months of 1957.

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## PEOPLE

**Charles L. Gallo**, a pioneer of the U.S. air transport industry, has acquired Air Cargo Consolidators, Inc., New York-based international and domestic air freight forwarding concern and customs house broker.

Gallo, most recently president of Air Express International Corp., will serve as president and chairman of the board.

**Earl F. Slick** has resumed the position of chairman of the board of Slick Airways, replacing D. W. Rentzel. Rentzel, who remains on Slick's board, relinquished his duties as chairman in order to devote more time to the development of an air logistics system, which will include the use of a cargo airplane acceptable to civil and military operators.

Earl Slick, a founder of the airline, served as chairman prior to 1954 and has always been active in the affairs of Slick Airways.

**Jean Baudreau** has been appointed cargo sales manager for Air France. Baudreau joined Air France in 1946 as assistant shipping manager for company freight, and was appointed shipping manager three years later. In 1953, he was named cargo traffic manager.

**Charles C. Valentine**, head of Valentine Industries, will be Air Cargo Consolidators' executive vice president. **Joseph Santarelli**, formerly Air Express International's general import manager, has been named vice president-traffic, and **William H. Barniea, Jr.**, formerly New York district sales manager for AAXICO Airlines, will serve as Gallo's general sales manager.

Sales and administrative offices of the reorganized concern, which was previously headed by Harry J. Phieffer, have been moved from 8 Shotgun Lane, Levittown, N.Y. to 750 Third Ave., New York.

**J. Ross Stainton**, formerly general manager, Eastern Routes for British Overseas Airways Corporation, has been appointed general manager, Western Routes. He succeeds **Gilbert Lee** who becomes chief commercial manager while **Basil Bamphylde** moves into the general manager, Eastern Routes position.

**Robert Turner**, vice president-traffic for the Air Transport Association is the new executive secretary of the Air Traffic Conference. **Frank Macklin**, former assistant vice president-traffic takes over duties as director of the tariff department, replacing J. B. "Judd" Walker, retired. Tariff publishing agent for cargo, B. H. Smith and passenger tariff publishing agent, C. C. Squire report to Macklin.

**J. W. Grieger** has been appointed manager of the new Southern region for Emery Air Freight Corp. Grieger will make his headquarters in Atlanta. Emery Air Freight also announced the appointment of the new Middle Atlantic region, **H. L. Mead**. Mead was formerly manager of the Philadelphia district, while Grieger was manager at Milwaukee.

**O. Roland Frost, Jr.**, has been appointed director of properties for Braniff Airways.

**Peter M. Larsen** of Scandinavian Airlines System has been promoted to assistant to the Washington, D.C. district sales manager. Larsen became associated with SAS in 1954.

**E. A. Conley** has replaced O. B. Eddy, retired, as general traffic manager for Hiram Walker & Sons, Inc.

**Heyden Lening** has been named traffic manager of Aeronutronic Systems, Inc., a subsidiary of the Ford Motor Company. Lening was formerly assistant traffic manager of the Los Angeles Mercury, Edsel and Lincoln Assembly Plant.

**G. Ward Hobbs**, a former assistant vice president for operations services with American Airlines, has joined Capital Airlines as a new vice president for customer services. Another appointment in the marketing group is **Read Q. Chalfant**, formerly assistant vice president for traffic and sales, to vice president and sales manager.

**Marten de Jong** has been named as manager for Europe for Air Express International Corp. de Jong was formerly with KLM Royal Dutch Airlines as director of traffic and sales.



CHARLES L. GALLO



EARL F. SLICK



JEAN BAUDREAU

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FEBRUAR

# New Products and Processes



## Gonset Citizens Radio

Communication, the key to an efficient cargo handling operation, has received a boost in the guise of a compact, inexpensive, two-way radio recently put on the market by Gonset. A complete station for base or mobile use, including antenna, is estimated to cost between \$100 and \$200 depending upon the various features installed.

Gonset, a division of Young Spring and Wire Corp., developed the radio exclusively for use on a new band in the radio frequency spectrum which was recently made available by the Federal Communications Commission for citizen's use. Licensing requires no technical examination but merely the filing of a simple application form. Further, it is not necessary to show any particular need for such communications in order to get a license.

The equipment, designated G-11 Citizens' Communicator, consists of a 2-way voice transmitter-receiver and power supply in a single unit. The transmitter provides 5 watts input, the maximum allowable power for this type.

After a brief warm-up period, operation is controlled by push button on the microphone . . . press-to-talk, release to listen. An adjustable "squench" control on the receiver reduces background noise while the set is in standby condition. The G-11 is stable since frequency of both transmitter and receiver is controlled by precision quartz crystals. Operating frequency is thus unaffected by jarring or vibration, and tuning controls are eliminated.

Physically, the unit is 6¾ inches wide, 5¼ inches high, and 6¾ inches deep. For mobile and vehicular operation, built-in 12 volt DC power supply is furnished. For fixed station service, 115 volt AC power supply can be specified. Quartz crystals for one channel and press-to-talk microphone are standard equipment.

The distance over which reliable communications can be expected with the G-11 will vary depending upon terrain and the amount of interference experienced from other stations. When interference is not a factor, local-area or "ground-wave" range will vary from about 1 to 30 miles.

Interference from other stations is compared to a "telephone party line type operation." In large cities, where many stations or systems may be operating on the same channel, the same courtesy should prevail as that required for successful party-line phone operation.

The reliable range for a base station to a car in flat or gently rolling country is about two miles, where the base station antenna is located on top of a one story residential building or other structure of similar height. If the base station antenna is located on top of a high building, or on a hill, the reliable range over the same type terrain will be increased to 7 or 8 miles.

A booklet giving full license procedure and operating highlights is available without charge from the manufacturer, Gonset Division, Young Spring and Wire Corp., 801 Main Street, Burbank, California.

## Friction-less Bearings Need No Lubrication

A bearing made of fabric impregnated with Bakelite phenolic plastic which eliminates the need for lubrication of bearings in various mechanical applications has been introduced by the Russell Manufacturing Company of Middletown, Conn.

The materials handling field is one principal area in which the bearings are expected to prove useful. The bearings would be used in conjunction with roller conveyors subjected to chemicals and operating conditions that cause rust and corrosion in conventional bearings. In fact, the manufacturer says that Ruslon bearings, as they are called, can replace many conventional metal-to-metal bearings, which must be regularly serviced with grease or oil. Ruslon bearings are also inert to acids and alkalis and are not subject to electrolysis or corrosion by salt water.

The bearings employ both plastic and cotton yarns woven into fabric and then immersed in a solution of phenolic resin. The phenolic resin is a high-strength and heat-resistant form of plastic designated BLS-2680 by the supplier, Union Carbide Plastics Company, a Division of Union Carbide Corporation.

Additional information may be obtained by contacting Industrial Public Relations, Ltd., 655 Madison Avenue, New York 21, N.Y.

## New Swivel Fifth-Wheel For Elevating Trucks

American Pulley Co. has developed a new swivel fifth-wheel and steering attachment for use on the company's line of Safeway Portable Elevating Trucks. The dual-wheel and handle construction has also been tested and proven successful on other American handling equipment. The attachment is designed with a view toward replacing casters and at the same time providing a short turn radius.

In actual operation, the load is carried on a hardened fifth-wheel which makes turning easy. The company further claims the large diameter wheels make the loaded truck easier to move. Steering is simplified by the hinged

*(When requesting information, please mention Air Cargo Magazine and Official Guide.)*



handle which, when not in use, is held in a vertical position—keeping it out of the way.

Write the American Pulley Co., 4200 Wissahickon Avenue, Philadelphia 29, Penna., for complete information.

### Sealless Strapping Device

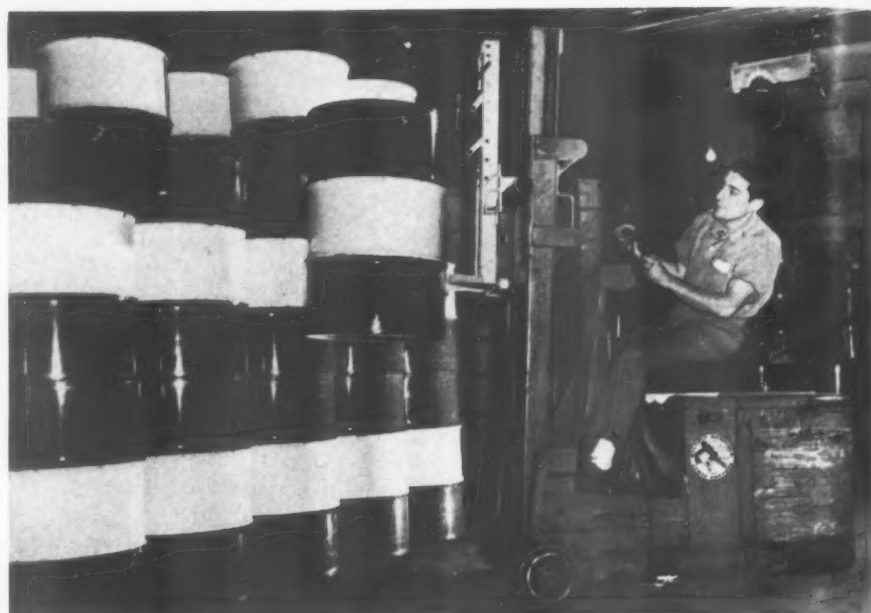
Inland Wire Products Co. has announced a new sealless strapping device which not only seals and locks the strapping, but tensions and cuts it to length without waste. Inland claims its method of locking the strap by crimping completely eliminates the use, cost and time involved in applying seals.

The levers that control these operations have been redesigned on the new model to make them somewhat more functional.

Complete information can be procured by writing to Mr. Bruno Castelli, Inland Wire Products Co., 3947 South Lowe Avenue, Chicago 9, Illinois.

### Fork Truck Attachment Handles Drums

A "Liftomatic" drum handling attachment that can be used interchangeably with its line of electric



fork trucks has been developed by Lewis-Shepard Products, Inc.

The "Liftomatic" drum handling attachment is a mechanical unit designed to engage, transport, place and tier any conventional-type drum without the use of pallets or dunnage. With the clamping mechanism adjustable from 35 inches to 14 inches, any size drum regardless of height,

diameter, head or rim size can be handled. The company claims the jaws, too, can operate perfectly on steel, removable lid, fiber or light gauge (disposable) metal drums either opened or closed.

Further information is available by contacting Lewis-Shepard Products Inc., Dept. R8-31, 125 Walnut Street, Watertown, Mass.

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### Foam-in-place Packing Due For Increased Use

Vanguard Products, with an eye to increasing the scope of operations in the development of Estafoam, has moved into new specially designed quarters at 19 Crawford Street, Newark, N.J. Applications of Estafoam include its use as a shock cushioner for delicate instruments and intricate parts in shipment.

Estafoam is claimed to be the only thermosetting polyester foam based exclusively on mechanical gas absorption for foam-in-place applications.

The new plant is capable of producing 1,000 pounds of Estafoam per hour.

### Fail Safe Brake For Ground Trailers

The United Manufacturing Company, with the cooperation of the Raytheon Manufacturing Co., has designed a brake system for ground support trailers.

The system has been perfected so that if a trailer should accidentally be detached from the towing vehicle while underway or parked, the tow bar will automatically raise and actuate the mechanical brakes. The

is no electrical, air or hydraulic connection needed between the trailer and the towing vehicle with the United system which has been called "Fail Safe Brake."

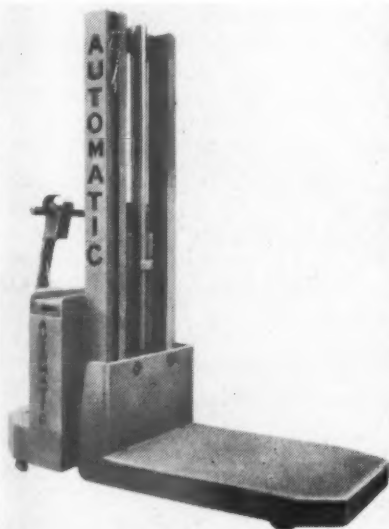
For further information concerning Brake Systems and Problems write: The United Manufacturing Company, 5250 Dobeckmun Ave., Cleveland 2, Ohio.

### Small-area Stacker

Automatic Transportation Company has announced a new Transporter Platform Stacker designed to create greater maneuverability for skid and skid box operations in congested areas and to permit more economical stacking of various products.

Designated Model WLT the new Platform Stackers combine compactness with telescopic lift to make these trucks aisle savers. The WLT will operate in a 64½ inch right angle aisle with a 48 inch long by 36 inch wide load.

The new Transporter Platform Stacker is available in 4,000, 5,000



and 6,000 pound capacities with platform lengths, widths and lowered heights plus telescopic and non-telescopic lifts to fit all applications. The 200 degree steering angle of the Transporter is designed to give maximum maneuverability for operation in congested areas and permit economical stacking in small plants.

Two-color brochures with detailed specifications of the Platform Stacker and a Transporter Facts and Factors booklet are available upon request from the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

# Traveling more by air these days?

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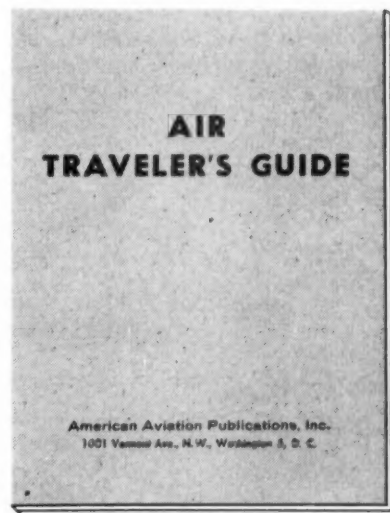
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- Useful airport terminal diagrams of 30 major airports which include airline ticket offices and loading positions as well as passenger service facilities.

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## Technical Literature

### UAL Booklet Aids Shipper

The use of air freight in increasing profits for shippers is illustrated in a 16-page booklet prepared by United Air Lines.

Advantages of shipping by air, such as reduced in-transit time, reserved air freight space, coordinated assembly and distribution, pre-numbered airbills and certain special services are described.

Copies of the booklet can be obtained by writing to R. L. Mangold, Manager of Cargo Sales, United Air Lines, 36 South Wabash, Chicago 3, Illinois.

### Increased Power In Electric Truck Batteries

A new line of storage batteries designed to boost the work capacity of present-day electric industrial trucks is described in a technical bulletin offered by The Electric Storage Battery Company.

The bulletin details the new simplification of battery sizes and also shows how the engineering advances involved have made it possible to design shorter and more maneuverable trucks through the use of smaller, yet equally powerful batteries.

Photos, sketches and text detail the design and construction features of the new Exide-Ironclad batteries.

Ordering information and typical sizes are shown, including models for new short wheelbase and low-silhouette trucks.

For a copy of Form 6230, write Exide Industrial Division, the Electric Storage Battery Company, Rising Sun and Adams Avenues, Philadelphia 20, Pa.

### Transporter Booklet

The operational features of the "Transporter" walkie-type truck manufactured by the Automatic Transportation Company are illustrated in a new 16-page color booklet entitled "Transporter Facts and Factors."

The booklet tells how Transporters "give one hand the power to move tons" and helps to determine which of these operator-led trucks is best suited for a particular job.

Copies of the "Transporter Facts and Factors" booklet are available upon request from the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

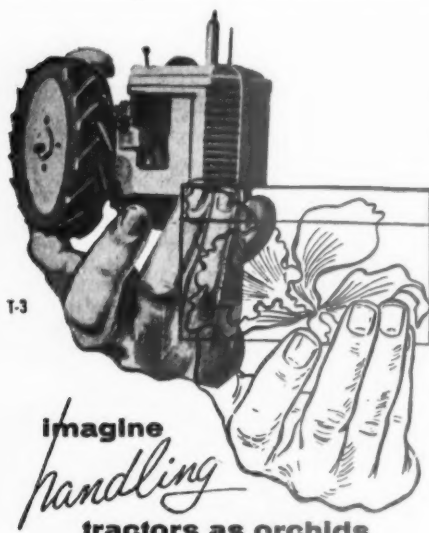
### Refrigerated Warehouse Operation Described

A new Case History Bulletin that describes and illustrates how 30,000 lbs. of goods are loaded or unloaded in 15-20 minutes at a refrigerated warehouse is available from Lewis-Shepard Products, Inc.

The Bulletin, designated #423-1, is a four page, 2 color, presentation with 6 photos showing the various equipment necessary for an effective refrigerated warehouse operation.

Another bulletin that describes and illustrates how warehouse space was increased and the working force decreased through the use of palletized handling of kegs and multi-sized cartons is also available. The bulletin designated, #509-2, shows the steps necessary to utilize a system of palletized loads.

For a free copy of either bulletin write to Lewis-Shepard Products, Inc., Dept. R8-30, 125 Walnut Street Watertown 72, Mass.



T-3

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## ON THE DOCKET

### FEBRUARY

IATA, Traffic Handling Working Group, Golden Gate Hotel, Miami Beach, Florida, Feb. 16-27.

### APRIL

Air Freight Forwarders Association, 2nd annual meeting, Waldorf Astoria Hotel, New York, N.Y., Apr. 10.

American Association of Airport Executives, annual convention, Savannah, Ga., Apr. 12-15.

First World Congress of Flight, combined with Air Force Assn's Annual Jet Age Conference, Las Vegas, Nev., Apr. 12-18.

Third National Conference on Aviation Education, Riverside, Calif., Apr. 17-18.

Airport Operators Council, 12th annual meeting, Portland, Ore., Apr. 26-30.

### MAY

Aviation Writers Association, 21st annual meeting and news conference, Washington and Willard Hotels, Washington, D.C., May 10-16.

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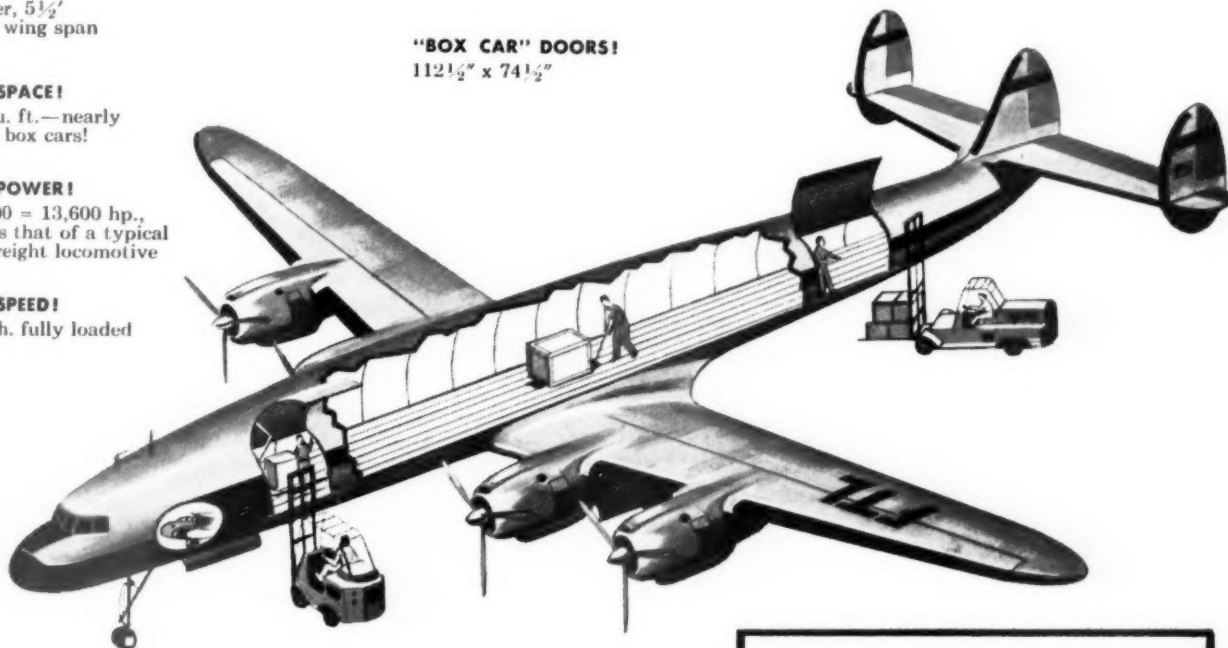
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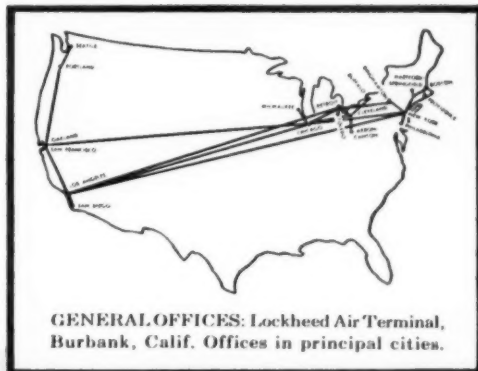
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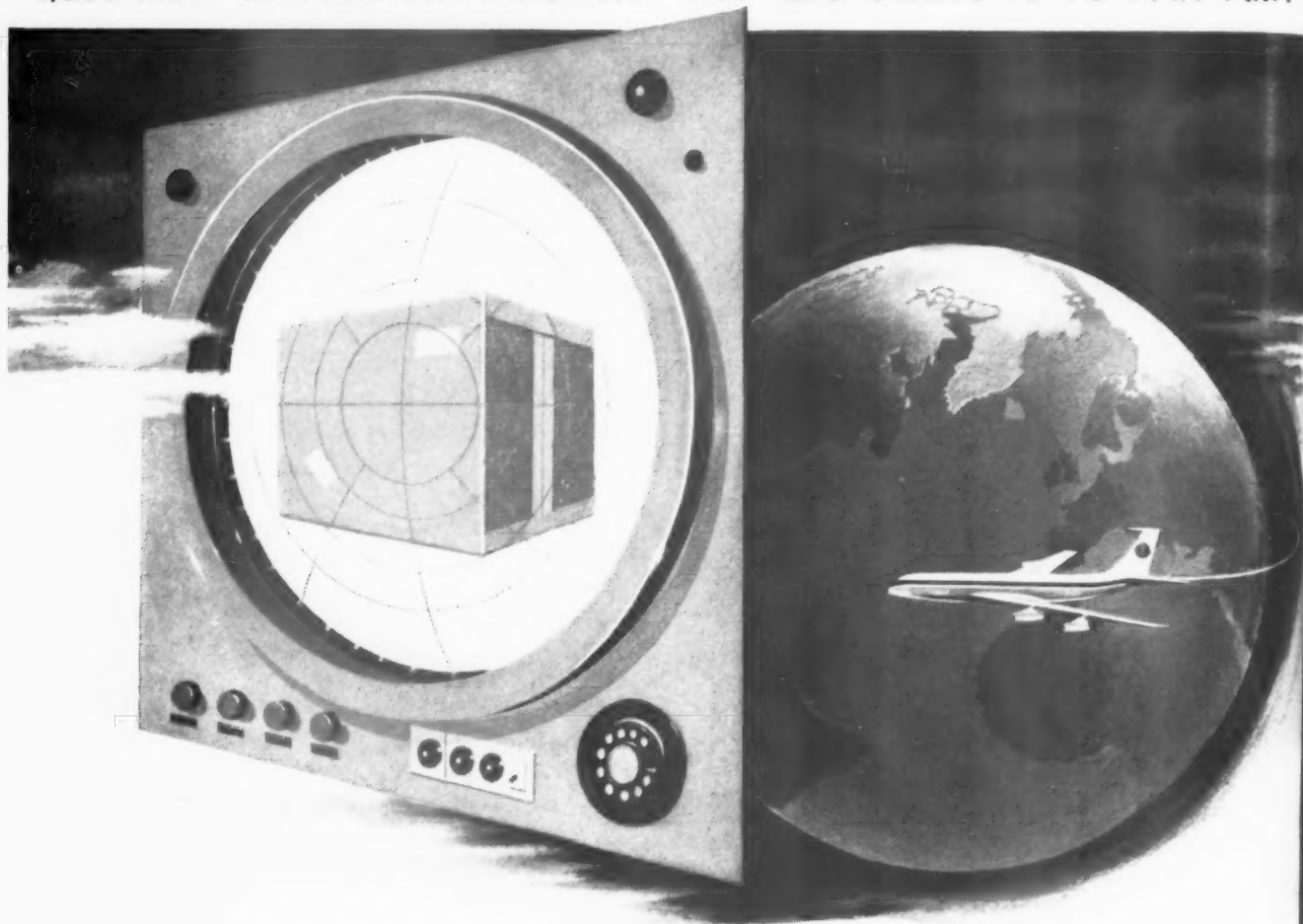


GENERAL OFFICES: Lockheed Air Terminal, Burbank, Calif. Offices in principal cities.

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